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SEVENTEENTH ANNUAL REPORT

OF THE

CORPORATION

OF THE

CHAMBER OF COMMERCE,

OF THE

STATE OF NEW-YORK,

FOR THE YEAR 1874-'75.

IN TWO PARTS.

COMPILED BY GEORGE WILSON, SECRETARY.

NEW-YORK:

PRESS OF THE CHAMBER OF COMMERCE.

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ANNUAL REPORT.

WE submit to the members of the Chamber of Commerce its Seventeenth Annual Report for the year 1874-75. In Part I. is recorded a detailed account of the proceedings of the Chamber at its regular and special meetings during the past year, together with the Charter, By-Laws and Roll of Members of the Institution.

THE COURT OF ARBITRATION.

One of the most important measures accomplished by the Chamber for many years has been the establishment of a commercial tribunal for the prompt settlement of disputed questions arising among the mercantile community in the Port of New-York. The successful operation of the Court of Arbitration has far exceeded the expectations of its most sanguine friends. In the short time since its opening for the transaction of business, a large number of cases have been heard and decided to the satisfaction of the parties concerned.

It was anticipated on the passage of the law, in April, 1874, that amendments would be necessary to make its administration more effective, to place the Court on an equal standing with other Courts of the State, and to give to its decisions the authority and importance to which they would be entitled. Accordingly, at the opening of the present session, a bill was introduced in the Legislature for this purpose, and subsequently a delegation from the

Chamber visited Albany to urge upon that body its early passage.

We append, as follows, the arguments of the delegation before the Judiciary Committee of the Senate on that occasion :

ARGUMENT OF MR. ELLIOT C. COWDIN.

MR. CHAIRMAN AND GENTLEMEN :

It must be generally admitted that hitherto our legal tribunals have been altogether inadequate to speedily investigate and promptly decide upon purely commercial and business disputes.

I but express the general feeling of business men when I say that, in the controversies which arise among them, they desire, above all things, that these controversies be rapidly as well as equitably decided. In the vast majority of cases, promptness of decision, by a competent and disinterested arbitrator, is their ideal of justice. Procrastination is the thief, not only of their time, but of their energies. Prolonged lawsuits are the tumors and cancers of business men, eating into the very substance of their life. What feeling of security, financially, can any man have, if, among transactions amounting often to hundreds of thousands of dollars a month, distributed among scores of individuals, a portion of these are held in doubt for many weary months, and even years?

To the business man, *tardy* justice is practically *injustice*. A speedy verdict against his own judgment of the merits of his case would often be better for him than a slow verdict confirming it; because, independent of the inevitable expenses incurred, the fret and worriment of the controversy distract his mind, and subtly impair his capacity to manage the ever-recurring emergencies of his daily affairs.

Moreover, prolonged lawsuits lock up or cut off the merchant's resources, as well as undermine his energies. Indeed, gentlemen, have we not sometimes seen business men so harassed, so completely unstrung, by cases postponed or appealed, that they have at last lost confidence in the equity of legal proceedings? They have felt the sarcasm implied in the remark of Mr. SAPSEA, in DICKENS' last novel, "It is not sufficient," declared that gentleman, "that justice should be morally certain; it must be *immorally* certain—that is, legally."

There always has been a tendency in business communities to settle business disputes by some form of reference or arbitration.

Even in ancient times, there were particular magistrates for deciding upon commercial controversies. In Athens, for example, the magistrates boarded the ships to decide maritime disputes, in order that the interests of merchants might not suffer from delay, and they were required to give their decisions with the utmost promptitude.

The system of arbitration which has gradually found its way into the practice of European nations, has its source in the jurisprudence of Justinian. Tribunals for the settlement of commercial disputes now exist in France, Germany, Russia, Austria, Spain, Italy, Belgium, Denmark, and, indeed, for the most part, throughout Europe. France took the lead in establishing these courts of arbitration. The French Tribunal of Commerce, virtually instituted in 1563, during the reign of FRANCIS II., though it has, especially in the present century, been subjected to important alterations and modifications, has practically existed, with little interruption, for more than three hundred years. In the language of the original decree of 1563, its object was "the shortening of lawsuits and adjusting the differences between merchants trading in good faith, without being restrained within the subtleties of the law."

The French Tribunal of Commerce now decides :

1st. On all demands, of a commercial character, in which the parties in dispute have agreed to abide by the decision, without appeal, regardless of the amount involved.

2d. On all demands of which the principal shall not exceed in value 1,500 francs.

3d. On all demands for compensation or damages, even if these should exceed 1,500 francs, when added to the principal demand.

Under the French Commercial Code, all questions between partners, touching the partnership, must be referred to arbitration.

Co-operating with the Tribunal of Commerce, is the *Conseil de Prud'hommes*, for deciding, among other things of minor importance, differences between manufacturers, workmen, apprentices and masters, and laborers in general, subject to the right of appeal, in certain cases, to the Tribunal of Commerce for final adjustment.

An eminent French merchant, writing to a friend, thus refers to these two courts of arbitration :

"All disputes between merchants are very quickly disposed of,

in a practical manner, and at very small cost, by these courts. The *Code de Commerce*, (of 1807,) which is very simple and very clear, has to be followed by them; and equity is the foundation of all the judgments in which the text of the law is found insufficient. These tribunals endeavor, above all things, to use means of *conciliation*."

Now, let us pass to Germany. A congress of jurists, assembled in 1864 from all parts of Germany, declared that the Court of Arbitration of the City of Hamburg was the best, because it introduced the legal element, in the person of the presiding judge. In New-York, the Chamber of Commerce, which our Committee represent, heartily adopts that pregnant suggestion. As to the general results of all German courts of arbitration, an eminent German lawyer observes :

"Wherever Tribunals of Commerce exist, the most honorable testimony is borne to them both by jurists and merchants. Everywhere they are preserved with the most zealous care. Throughout Germany, though the agitation for their establishment began with merchants, they soon found their most energetic and able allies in the legal profession. It may now be stated as an undoubted fact, that nearly every jurist, who takes any interest in the progress and advancement of legislation, is in favor of such institutions."

In Denmark, where the Court of Reconciliation, as it is called, has existed since 1795, presided over by a judge of legal qualifications, it is especially popular both with the government and the people. Parties before resorting to courts of law submit their disputes to the Court of Reconciliation, which may, under certain circumstances, advise an action at law, but a great majority of the cases are decided by the court itself. For example, in the five years from 1860 to 1864, inclusive, the court finally adjudged 123,897 Permitted to go to formal litigation, 57,187 Litigation in other courts during the same period, 25,967 —showing that during that period scarcely more than one-seventh of the cases litigated went into the regular courts of law.

In England, as early as 1698, a law was enacted, which declared that for "promoting trade and rendering the more effectual, in all cases, for the final determination of controversies referred to them by merchants and traders," all business men who agreed to submit their suit or quarrel to arbitrators, should be legally bound by the

award; that the decisions should be made a rule in the courts of record; and that any party disobeying the award should be liable to be punished for contempt of court, unless corruption or undue influence was proved against the arbitrator.

But the inability of the ordinary courts of Great Britain to deal promptly and justly with commercial questions yet, to some extent, exists.

The Lord Chief Justice of England, in confirmation of the view that a knowledge of the science of the law alone is insufficient for judging of commercial suits, remarked, in delivering a judgment so recently as 1865 :

“Generally speaking, the ambiguous language of mercantile documents makes them so doubtful that it would, perhaps, be better if they were referred to a mercantile tribunal; no doubt they are very intelligible to mercantile men, but to lawyers they are full of ambiguities.”

In the opinion of the Chamber of Commerce, a single court, occupied exclusively with the settlement of business disputes, requires a special knowledge and experience on the part of the judge; and it is on such special knowledge and experience that prompt judgments, which shall in the main be satisfactory to both parties, should be based.

The preamble of the *Code de Commerce* of France truly says, that “commercial agreements or contracts are almost all confined within simple rules, easily known; good faith is pre-supposed in them all; and this ought to be referred; and in commercial transactions, the truth once being known, the decision rarely presents any real difficulties.”

Indeed, it would be no small benefit to our country if these courts of arbitration made clear to the people that justice could be satisfactorily administered, even in the most important cases, in a simple and straightforward manner, and without incurring ruinous costs in time and money.

I now ask your further indulgence, gentlemen, while I briefly state our reasons for zealously supporting the proposed act relating to the Court of Arbitration, now before the Legislature, and for respectfully urging its prompt passage.

The extent and rapidity of commercial operations necessitate that justice should be more promptly, cheaply and simply administered.

In all great commercial centres, like the City of New-York, mercantile disputes ought to be decided by a judge familiar with commercial matters and usages.

The proposed act is essentially the same as the law of last winter, with two or three points of difference :

1. The act now asked for codifies and puts in plain language and brief sections what is comprised in larger and somewhat less intelligible sections of the existing law. This codification is chiefly the work of the State Revisers, (three gentlemen appointed by the Legislature to revise the Statutes of the State, Messrs. STEBBINS, THROOP and WERNER.) In pursuing their duties, they went over the act of last year creating the Court of Arbitration, and codified the law, making a few amendments, and dividing the substance of the act into briefer and more comprehensible sections. (See, for example, Part 3, Chap. 17, p. 1086 of their report.)

2. Another and most important difference between the existing act and the proposed act is, that the latter charges the salaries of the Arbitrator and the Clerk upon the County of New-York, and requires the Chamber of Commerce to bear the other expenses, including room for the court, attendants, stationery, printing, fuel, etc.

This proposed amendment is proper ; for the Court of Arbitration is a *public court*, and is not intended for the sole benefit of the Chamber. As a matter of fact, many persons who are not members of the Chamber resort to the court, and are allowed by law to do so. It is intended for the whole commercial community ; and to the extent of the business it transacts, the other courts are relieved of so much litigation.

3. In the New-York Common Pleas there are six judges ; also, in the New-York Superior Court there are six judges. If the Arbitration Court, having but *one* judge, shall dispose of *one-sixth* as much business as either of the courts named, it has already assumed as much public importance, comparatively, as they ; whereas, there can be no doubt the Court of Arbitration does more business than one-sixth of that of the New-York Common Pleas or Superior Courts.

4. Another and minor difference in the proposed act is this : it allows the Arbitrator ten days after a case is tried to decide it.

The present act limits the time to five days. In most cases the period of five days is long enough; but there are cases which require a longer time, especially as other business may intervene.

5. It is to be considered, that all valuable improvements are, at first, of slow progress. The institutions of freedom and of all civilized lands are not of spontaneous growth. They are, one and all, but the accretion of years; some of them of centuries. The enlightened public mind of a country is ever open to ideas of progress. That a Court of Arbitration, for commercial and general business matters, is a vast improvement on the old, dilatory and expensive tribunals of justice, is capable of abundant demonstration.

In other lands, where similar courts have been established, they have proved most beneficial and acceptable to the people. Their chief characteristics are, on the one hand, the absence of dilatory pleas and cumbersome forms; and, on the other, speedy trials and unappealable decisions. Such a court is a necessity in the great metropolis of New-York.

6. Some of the advantages of the Court of Arbitration may be estimated by a glance at the nature of the business and the character of cases tried before the court. Since its opening in October last, (but a few months ago,) it has heard and decided numerous litigated cases; amongst them partnership cases, claims for salaries, for goods sold, for breaches of contract, for freight, cases arising on bills of lading, on shipments of goods from abroad, on marine insurance, etc. But by far the greater part of the business is of a kind that leads to no public judgment or public trials, and is of a conciliatory character. Partners who have disagreed have sought the Arbitrator, who has heard them and given his decision, which has been accepted and acted on without a public trial or any record of the decision, to the evident satisfaction of both parties.

The position of Arbitrator has suggested to litigants the advantage of withdrawing their actions and referring the questions at issue to him. He is almost daily engaged in hearing such references, most frequently in his office, and often in the rooms of the Chamber of Commerce.

7. The honor of originating the court belongs to the Chamber of Commerce and to the Legislature of the State of New-York; other

cities of the United States have been stimulated to take steps in the same direction.

If the Court of Arbitration in New-York, so successfully begun, and on which so many just expectations are founded, shall continue to be a public benefit, of course it must be established on some solid foundation, so that its officers can afford to give to it the time and attention which its importance demands—that is, they must be paid for their services.

8. The present incumbent of the office of Arbitrator is entirely willing that the tenure of his office should be limited to the pleasure of the Chamber, or of the Governor, or of the Senate. He has, personally, no desire for it except to see a most useful Court of Arbitration successfully inaugurated in the great commercial emporium of the United States. Nor would he consent to hold the office an hour after any intimation of the Chamber of Commerce, or other proper authority, that the office should be filled by another, or one more to the satisfaction of the public.

We are not here, gentlemen, to advocate this act in the interest of individuals. Our object is the public good. We plead not for persons, but for principles. Our desire is the establishment of a system which shall be permanent, through all changes which may occur in the occupancy of the offices; and in this desire, the present incumbents are heartily in sympathy with us. It is our conviction that this system, when fully carried into operation, will produce benign results, felt in every portion of the community, because the system is in accordance with humanity as well as justice. Its effects will be seen in softening the asperities, reconciling the differences, expediting the transactions, and settling the disputes of business men; and all that is needed to accomplish these beneficent results is the passage of the act now before the Legislature.

ARGUMENT OF MR. JACKSON S. SCHULTZ.

MR. CHAIRMAN AND GENTLEMEN :

Already there have been presented considerations going to show both the practical working and great value of “courts of conciliation” and “courts of arbitration,” as they are known in many of the cities of Europe. It now seems appropriate that I should consider, in accordance with a suggestion from your Chairman, the

source from which this court should derive its support. In other and in shorter words, *who shall pay?*

Shall this court derive its support from *fees*? Shall the compensation be proportionate to the amount in litigation? Shall each litigant pay a proportion, or shall it be assessed on the party decided to be in the wrong? Shall the compensation depend upon the time occupied?

I think you will find great difficulty in adjusting a practical and equitable compensation upon any of the suggestions here set forth. No judge would think it comported with his dignity or duty to make out *a bill for services*, at the end of each case, and any court sustained by such means would soon fall into contempt.

The practice of collecting fees by the clerks of some of our courts for services rendered, has led to many abuses; and the connection, even so remote, with a pecuniary interest by our courts, has been called in question.

I assume, then, that a fixed salary must be paid the judge and the clerk, and their compensation must be, as far as possible, kept independent of the control of parties whose interests and differences they are to adjust.

Let us consider for a moment the practical working of a court supported by contributions, as this court has been for the past year.

Concede that our banks, insurance, rail-roads, express companies, together with our leading merchants, subscribe the requisite amount to support this Court of Arbitration. The amount subscribed by each corporation or firm is known—must be known to some one—and none more likely than the court itself.

In the first place, those who contribute the most liberally will likely demand some privilege inconsistent with the equal right or claim of some less liberal contributor, or at all events, such will soon grow to be the judgment of the litigants who have business transactions to submit. Particularly will this be the feeling of those who come into direct contact with the large contributors in their submissions. For instance, if a marine insurance company pay one thousand dollars towards the support of this court, and they should have a difference with a policy holder, would not that party feel that the court was rather the agent of the company than a disinterested arbitrator? Would it not soon become understood that these contributing corporations and these merchants “were running” this court for their own special benefit?

I think we have a fit illustration of the effect of this proposed

system, by the actual working of the Board of Port Wardens as they existed previous to 1857.

The support, indeed the very existence of this Board had come to be so identified with the interests of our marine insurance companies, that their decisions gave great dissatisfaction. This compelled the Legislature to take the subject in hand, and by an act of that year this Board was re-organized, and their appointment conferred upon the Governor and the Senate, and their compensation made independent, as far as possible, of the parties whose interests they were called upon to adjust.

Even if the Chamber of Commerce should lend its name and sanction to the collection and distribution of this support, the effect would not be materially different. The contributors or the corporation who should organize and sustain the court would, however unjustly, be charged with its control, and the public at large would soon lose confidence in its decisions.

This court, to have its proper influence and place in the confidence of the whole community, must have not only an independent support like our State courts, but, so far as possible, the court itself must be independent of all the interests it will be called upon to serve.

Hence, it properly derives its appointment from the Governor and the Senate, and continues to hold during good behavior.

The decisions of this court are to affect the interests not only of all classes of our citizens, but also those of every commercial community in whatever country situated.

These foreign interests are represented here by agents, and they will not fail to observe and report upon the fairness with which this court is administered.

If this Court of Arbitration performs the duties expected of it, the present courts will be greatly relieved of their press of business, and to that extent be a saving to the city. Already some cases which had been before those courts for years, have been taken from their calendars and brought down to this commercial court for adjudication. When this court is fairly established, we may expect to see this example followed by others, who have more regard to speedy justice than to long and ruinous delays.

I cannot forbear to call to mind the fact, that our present State courts are practically closed to merchants, and, indeed, all persons who must have *speedy* decisions.

A large proportion of the differences between merchants arise on contracts and agreements, and on the decision which will arise under these. Merchandise must be transferred; ships must be discharged;

oftentimes this merchandise is more or less perishable in its nature. To delay a decision, is to deny justice to one or the other of the parties.

It is not because merchants may not voluntarily arbitrate between themselves, that we ask for this court, but it should be remembered, more frequently foreign interests are affected, which the parties here have no right to voluntarily settle.

But when they can appeal to a recognised tribunal, with a *record*, which can be transferred, and will be recognised in every civilized country of the earth, then arbitration takes a form to which all can resort; and to refuse acquiescence, is to stamp the party with dishonor.

Can there be any economic or financial reason assigned, why the merchants, corporations and manufacturers of the city should not take from the taxable property the sum of \$18,000 per year for the support of this court? Who objects?

It is conceded that the interests represented by this court pay fully eight-tenths of the taxes of the City of New-York; and as the present courts and their employees draw from the annual taxes fully \$1,000,000 per year, independent of stationery and room rent, which amounts to another half million, I think the demand made in the interests of commerce and the commercial classes is most just and reasonable.

The Chamber of Commerce propose to make a contribution to the support and maintenance of this court, by appropriating the use of their rooms, and their valuable library and commercial documents, as the latter contains information which cannot be obtained elsewhere; it seems appropriate that the court should be held at the Chamber, or in near connection with it.

In these and in all other proper ways, both the Chamber and the mercantile interests are willing to contribute to the economical establishment of this pioneer Court of Arbitration.

MESSRS. HENRY F. SPAULDING and GUSTAV SCHWAB followed, in brief remarks, confirming what was said by the previous speakers.

Mr. SPAULDING, in his remarks on the salary clause, contended, that a reasonable cost for the maintenance of the Arbitration Court, at the expense of the public treasury, would be many times returned to it, by increasing more and more the attraction of the business of our country and of the world to this already great commercial and monetary centre.

ARGUMENT OF ELLIOTT F. SHEPARD, ESQ.

MR. CHAIRMAN AND GENTLEMEN :

You have been addressed by leading, well known merchants of New-York, who are the pride of this country, in the magnitude of their operations and the integrity of their conduct.

They speak in the name of the foreign and domestic commerce of this State, which is the source of its supremacy among the States.

They speak out of their own experience, and they say that the arbitration tribunal, established only last year, is a great public benefit, and ought to be put on a permanent foundation.

They ask that an appropriation be made of the paltry sum of \$18,000, eight-tenths of which they will pay, through the process of taxation. They contribute eight hundred thousand dollars a year for the support of the regular judiciary system of the State, and now, when by reason of the growth of the population and business of the metropolis, and the progress of the commerce, trade and manufactures of the country, they desire, in addition to that system, a similar tribunal to those which exist in so many other commercial cities in the world, and ask so small a sum for it, they are certainly entitled to their request.

They have generously paid all the expenses of putting this tribunal into operation, and propose still to bear all expenses, except the two salaries of the Arbitrator and Clerk.

When their original application for the act was made last year, the bill proposed that these salaries should be paid by the county, but the Legislature last year told them that it was an experiment, in which they must take the whole burden, at least until it was demonstrated whether the tribunal would justify their expectations or not; and now, having done all this, and the tribunal having proved a great success and a public benefit, they ask to have the matter placed upon the basis originally proposed.

You are aware, gentlemen, that none of the courts have the jurisdiction which is peculiar to this tribunal, and which embraces *verbal* contracts, the construction of all contracts in advance of their execution, and the many hurried questions demanding instantaneous determination, which arise in the bustling marts of our great seaport.

The case of the American ship "*W. S. Lindsey*" is a forcible illustration of the advantages of such a tribunal. She was under a charter to bring a cargo of "lawful merchandise" from Marseilles

to New-York. French bleaching powders, in casks, were offered and refused, the captain alleging its liability to damage the rest of the cargo, and that consequently it was not "lawful merchandise." The dispute was settled in the course of fifteen minutes, by a reference to the Tribunal of Commerce, and the captain was furnished with a certificate from the Tribunal, construing those words in the charter-party to include the article in question.

On arrival in New-York, the anticipated damage had taken place, and the insurance companies refused to allow the loss; but when shown this certificate, they admitted that the captain could not do otherwise than receive the offered goods, and they paid the loss.

Such a facility as that enjoyed by commerce at Marseilles did not exist in this country until last year, and under similar circumstances there was no way in which such a dispute could possibly have been adjusted so speedily and conclusively. Now that it exists, it ought always to be perpetuated, as questions like that instanced are continually occurring.

The cases disposed of have arisen among every class, and were in December, 30, in January, 37, and February shows a proportionate increase; and, of all the cases, only one thus far has been between members of the Chamber of Commerce.

Parties come before this tribunal with their counsel, and it is deservedly popular with the lawyers, as opening a new forum to them, and bringing their services into use in a class of cases to which they were strangers heretofore.

The Arbitrator is an experienced jurist, who was appointed to the bench of the Supreme Court by a democratic Governor, and to his present position by a republican Governor; and who is ready to surrender the office at any time, wishing not to stand in the way of a successful administration of this tribunal, but to do all in his power to perpetuate it.

If you can find any one of our overworked judges, men who are getting prematurely gray, and are threatened with paralysis, from their excessive brain work,—any member of the judiciary who can be spared from his own court, whom you can assign to fill this position of Arbitrator, I know that Judge FANCHER would willingly resign, and make room for such an assignment; and the proposed salary would then become unnecessary.

But, if you cannot find such a judge for such an assignment, then you should not hesitate to pass this amendatory act.

The men who pay the taxes ought occasionally, at least, to be heard in regard to their appropriation; and gentlemen have ad-

dressed you who singly pay more taxes than all the members of the government of the County of New-York in the aggregate.

The Legislature cannot grant a more reasonable request, nor confer a more lasting and desirable benefit upon the metropolis, than by adopting this proposed act.

The amendments proposed to the Arbitration Act passed both houses of the Legislature on the 21st day of May in a modified form, and the act now awaits the signature of the Governor to become a law. The Chamber has good cause for congratulation on the success of this measure, and its friends who labored so earnestly to promote its passage, are justly entitled to the thanks of the whole business community.

THE STATE CANALS.

The attention of the Chamber has been much occupied during the year just closed with the consideration of measures of vital importance affecting the canals of the State. The members are well aware of the active efforts of the Chamber during the preceding year, to prevent the passage of the ill-advised measure known as the Funding Amendment, which not only proposed to abolish all tolls on the canals, but also to prohibit any taxation whatever for their maintenance or repair; and that this unwise and short-sighted measure was signally defeated. The Chamber, nevertheless, have acknowledged and felt the propriety and necessity of some reduction in the rates of tolls to foster our canal commerce, now struggling with competing lines, by railways in this State and enlarged canals in Canada.

Entertaining this view, the Chamber, through its Committee on Railway and Canal Legislation, deemed it necessary to make a thorough examination of the fiscal and commercial history of the State Canals, and of their business and revenues for the last forty years. The elaborate and compre-

hensive report of this Committee will be found presented at length in the proceedings. This careful review of the subject led the Chamber to the conviction, that it would even now be wise to reduce the canal tolls one-third, as proposed by the Canal Board, leaving the residue for necessary maintenance and repairs. The resolution of the Chamber to this effect was duly transmitted to the Legislature, and was largely instrumental in securing its recent favorable action on this important subject.

The report of the Committee also exposed the scandalous and singular condition of the Erie Canal, falsely declared by the Legislative Act of 1862 to be "completed," when in point of fact it has not been fully excavated to its legal depth of seven feet up to the present hour.

That report clearly demonstrated to the Chamber, by legislative documents, the delinquencies of the canal officers during the last thirteen years, in omitting to excavate the channel, and to provide the full volume of water, the very life-blood of the internal commerce of the State. Copies of this report were duly sent to each of the members of the Senate and of the Assembly, in support of the resolutions previously passed by the Chamber, and formally presented to both houses, urging a survey, without delay, of the depth and actual condition of the channel of the canal, as recommended in the annual message of the Governor. A concurrent resolution was soon afterwards passed by the Senate and the Assembly, which directed this survey to be made by the State Engineer, before letting the water into the canal; the results of which survey are not yet reported.

What is more permanently important, the Chamber, by a further resolution, urgently recommended the adoption, by the present Legislature, of the necessary initiatory resolution of both Houses, proposing to amend the State Con-

stitution, by abolishing the offices of the Canal Commissioners, and substituting in their place a single Superintendent of Public Works, to be appointed by the Governor and Senate, and to be at any time removable by the Governor.

It is gratifying to add, that this important resolution, proposing a vital measure of organic reform, so well designed to prevent future frauds and neglect in the management of the canals, has been duly passed by the Senate unanimously, *ayes* 26, *nays* 0—and also by the Assembly with like unanimity on the 17th May, *ayes* 86, *nays* 0.

Active efforts may, however, be needed during the residue of the present year to secure its second passage, (as required by the Constitution,) by the Legislature of 1876.

They will doubtless occupy, in due season, the attention of the Chamber of Commerce. Meanwhile, it may be reasonably expected, that the measures of immediate reform proposed by the Governor of the State, and adopted by the Legislature, for appointing an Inspector of Public Works, coupled with the power committed to the Governor to suspend any public officer, will go far to protect the administration of the State canals from any intervening mismanagement or neglect.

It is proper to add, that most if not all of these various efforts of the Chamber to improve the canal management and to foster the commerce of the canals, have received the cordial co-operation and vigorous support of the other commercial bodies of this city.

DEATH OF MEMBERS.

Rarely in the course of any single year has the Chamber been called upon to mourn so many of its oldest and most worthy members.

The memory of JOHN AUSTIN STEVENS, "*clarum et venerabile nomen*," is too fresh for more than passing comment. He joined the Chamber in 1820, and was one of its two oldest surviving members. He was Secretary of the Chamber from 1827 to 1832. During the earlier period of his life he was one of the most active of the merchants of the city, and the records of the Chamber are witness to the esteem in which he was held by his associates. Later, devoted to the interests of the great financial institution over which he presided, he only took part in the proceedings of the Chamber on occasions of great public interest, when his counsels were eagerly sought and always commanded respect.

JONATHAN STURGES has left a void also, which is constantly felt. He joined the Chamber in 1834, and was Vice-President from 1863 to 1867. His name is a synonym for virtue and honor, and he was especially distinguished for a rare cheerfulness of temperament and urbanity of manner, which endeared him to all those with whom he came in personal contact. Since the death of Mr. JONATHAN GOODHUE, whom he greatly resembled in his traits of character, the Chamber has lost no member more widely respected and beloved.

JOHN C. GREEN in many respects stood at the very head of the mercantile community, and his rare attainments and vigorous intellect were known and valued in both hemispheres. Connected, for half a century, with one of the most esteemed and important commercial houses in the world, he was no less influential in the large financial institutions with which he was connected. In every walk his prudence, skill and vigor were manifest, and his munificent gifts to Princeton College secure to him an enduring fame, so long as education shall be valued.

HENRY GRINNELL is regretted not only by those who were his daily intimates during the first half of the century, when he was the active member of the great commercial house of GRINNELL, MINTURN & Co., but by all who are interested in geographical research. His memory will be revered as the courageous and philanthropic promoter of the search for Sir JOHN FRANKLIN, and of the later Arctic explorations, which have been so creditable to American character and enterprise.

LEOPOLD VON BIERWIRTH, although born abroad, was truly American in spirit, and devoted both time and energy to the true interests of both our native and foreign citizens. It was his vigorous protest that saved the Emigration Commission of this city from passing into the hands of the General Government; and it is a remarkable testimony to the power of the memorial drawn by him, and presented to Congress in the name of the Chamber, that it received the vote of every Congressional representative from this State, of all parties.

His strong, clear and earnest papers upon privateering will not soon be forgotten. Before the war he had urged the Chamber to take strong ground against privateering, and in favor of exempting all private property from capture at sea.

ISAAC GREEN PEARSON, remembered by our older citizens as the Chairman of the Committee which built the old Merchants' Exchange, and now the Custom House, had been a member of the Chamber for half a century, and was universally esteemed.

WILLIAM H. ASPINWALL was a member of the celebrated house of HOWLAND & ASPINWALL, and had justly won his world-wide reputation, in establishing and completing the inter-continental railway across the Isthmus of Panama.

I. SMITH HOMANS was the Secretary of the Chamber from 1859 to 1862. To his suggestions it owes much of its present influence. He first urged it to prepare and publish an Annual Report, and thus awakening a public interest in the proceedings of the body, added to its numbers and its powers. He was also widely known as the founder and editor of the Bankers' Magazine.

TRADE REPORTS.

PART II. contains the usual reports, prepared with accuracy and care, on the principal trades of this city. These reports give a concise history of transactions in the leading articles of merchandise, and show the fluctuations in the demand and supply, both in the Domestic and Foreign markets.

STATISTICS OF TRADE AND FINANCE.

The tabular statements of trade and finance relate more particularly to the foreign commerce of the port.

They show—

1st. The articles imported, exported and re-exported, their quantity and value, compared with the aggregate of the whole United States.

2d. The commerce of New-York and the United States with all the principal countries of the world, exhibiting the value of the imports, exports and re-exports, with the number and tonnage of vessels engaged therein.

3d. The number and tonnage of vessels belonging to the port; the tonnage of the United States and its distribution;

the extent of the coastwise trade of New-York, and the internal commerce of the State.

4th. Statements of finance relating to the indebtedness of the City and State ; the value of the real and personal estate of the same ; the banks, marine insurance, coinage, gold premium and foreign exchange. Other information, daily required for reference, is added, all of which have been compiled from official sources.

A full index to these subjects will be found at the close of this part of the volume.

GEORGE WILSON, *Secretary.*

CHAMBER OF COMMERCE,

NEW-YORK, *May* 24, 1875.

ACKNOWLEDGMENT.

THE Secretary takes this occasion to acknowledge his obligations to the following named gentlemen, for various Trade Reports and other Statistical information kindly furnished him in the compilation of this volume :

MESSRS. AUTENS & BOURNE, Editors and Proprietors of the Shipping and Commercial List, for Reports on the Sugar, Molasses, Coffee, Petroleum and Naval Stores Trades.

MR. DAVID M. STONE, Editor in Chief of the New-York Journal of Commerce, for Statistics of the Foreign Commerce of New-York for the calendar year 1874.

MESSRS. BIGELOW & JOHNSTON, for a Report on the Iron Trade.

MESSRS. DEXTER & Co., Editors and Proprietors of the Shoe and Leather Reporter, for Reports on the Hide, Leather, and Boot and Shoe Trades.

MR. JAMES LYNCH, for a Report on the Wool Trade.

MESSRS. OPDYCKE, TERRY & STEELE, for a Report on the Foreign Dry Goods Trade.

MESSRS. M. RADER & SON, for a Report on the Tobacco Trade.

MESSRS. BEEBE & BROTHER, for a Report on the Tea Trade.

MR. J. M. PETERS, for a Report on the Butter and Cheese Trades.

MESSRS. MCKESSON & ROBBINS, for a Report on the Drug Trade.

MESSRS. WILLIAM B. DANA & Co., Editors and Proprietors of the Financial Chronicle, for a Report on the Cotton Crop.

The Editors of the Whalemens's Shipping List of New-Bedford, for a Report on the Whale Fishery.

HON. EDWARD YOUNG, Chief of the Bureau of Statistics, for advance sheets of his Annual Report on Commerce and Navigation for the fiscal year ending June 30, 1874.

HON. JOHN JAY KNOX, Comptroller of the Currency, for Statistics relative to the National Banks in the City and State of New-York, and of the United States for the year 1874.

PART FIRST.

The Corporation of the Chamber of Commerce,

OF THE

STATE OF NEW-YORK.

1874-'75.

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PROCEEDINGS
OF THE
CHAMBER OF COMMERCE,
From May, 1874, to May, 1875.

The 106th Annual Meeting, Thursday, May 7, 1874.

THE one hundred and sixth annual meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the last meeting of the Chamber, held April 2, were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. A. A. Low, Chairman of the Executive Committee, reported the following named candidates for membership:

	<i>Nominated by</i>
CHARLES L. HALLGARTEN,	GEORGE OPDYKE.
JOHN C. PHILLIPS,	STANTON BLAKE.
HORACE PORTER,	GEORGE OPDYKE.
WILLIAM D. SLOANE,	ELLIOTT F. SHEPARD.
CHARLES WATROUS,	JACKSON S. SCHULTZ.

These gentlemen were, on one ballot, duly elected members of the Chamber.

Mr. Low submitted the accounts of the Treasurer for the year

ending April 30, 1874, duly audited and countersigned by the Executive Committee, pursuant to Article V. of the By-Laws of the Chamber. The accounts were accepted, and ordered to be placed on file.

Mr. Low further reported the nomination by the Executive Committee of Messrs. CYRUS W. FIELD, SAMUEL B. RUGGLES and LEOPOLD BIERWIRTH for election, as a delegation to represent the Chamber at the celebration of the Thousandth Anniversary of the Colonization of Iceland in August next, and these gentlemen were duly elected such delegation.

Mr. JAMES W. ELWELL, Chairman of Committee Number Four, submitted the following report on the act for the establishment of a Court of Arbitration, prepared by the Committee, and recently passed by the Legislature:

To the Chamber of Commerce:

Your Committee respectfully report, that the Arbitration act proposed by the Chamber has been adopted, with some amendments, by the Legislature, and the Governor has appointed Hon. ENOCH L. FANCHER as arbitrator under the provisions of the act, and he was duly confirmed by the Senate.

By this act an election of a Clerk of Arbitration devolves upon this Chamber, who is to be commissioned by the Governor. Your Committee recommend for this position GEORGE WILSON, Esq., the present efficient Secretary of the Chamber, and that the election be held this day.

By this act the salary of the arbitrator is to be fixed by the Chamber, and your Committee recommend that that subject, and also the subject of the rooms or accommodation for the sittings of the arbitrator, and also the subject of providing for the various expenses incidental to carrying out the act, be referred to the Executive Committee, with full power to determine and provide for the same.

The Arbitration act seems to have met with general favor. The press have referred to it approvingly, and from all sides expressions of satisfaction from the commercial classes of this port reach the ears of your Committee.

The effort made in so timely a manner by the Chamber has been crowned with success, and a practical tribunal of commerce established. It only remains now for the merchants to avail themselves of the provisions of this important act to have it prove a great and lasting benefit to the commerce of the country.

Respectfully submitted.

(Signed,)

JAMES W. ELWELL,

Chairman.

NEW-YORK, *May 7, 1874.*

The report was unanimously adopted, and the Secretary of the Chamber was duly elected the Arbitration Clerk. Other portions of the report, requiring further action by the Chamber, was referred to the Executive Committee, with full power to carry the same into effect.

RESOLUTIONS.

Mr. ELWELL then offered the following resolutions, which were unanimously adopted :

Resolved, That the thanks of the Chamber of Commerce of the State of New-York are due and are hereby tendered to Hon. WILLIAM H. ROBERTSON, Chairman of the Senate Judiciary Committee ; to Hon. GEORGE E. BRADLEY, Hon. JOHN A. KING, Senators ; to Hon. L. BRADFORD PRINCE, Chairman of the Assembly Judiciary Committee ; Hon. BERNARD BIGLIN, Chairman of its Committee on Commerce and Navigation ; Hon. SMITH M. WEED, Member of Assembly, and to other members of the Legislature, for their intelligent, public-spirited and efficient aid in procuring the passage of the Arbitration act.

Resolved, That a copy of this resolution, (separately stated,) properly authenticated by the officers, be transmitted to the gentlemen named.

Mr. ELWELL offered the following resolution :

Resolved, That the thanks of this Chamber are due and are hereby tendered to ELLIOTT F. SHEPARD, Esq., for initiating the very important measure for settling commercial differences by arbitration, and for his intelligent, persevering and indefatigable efforts to secure the passage of the necessary law by the Legislature of the State ; a measure which, by removing the vexatious and often ruinous delays heretofore experienced, and securing the prompt settlement of disputed questions on just and equitable principles, opens a new era to the mercantile community of this city.

This resolution was unanimously adopted, and it was ordered that an engrossed copy of the same, duly authenticated by the officers of the Chamber, be transmitted to Mr. SHEPARD.

Mr. SAMUEL B. RUGGLES, with the approval of the Executive Committee, offered the following resolutions :

Resolved, That the Chamber of Commerce of the State of New-York, with feelings of devout gratitude to Almighty God, extend their hearty congratulations to their fellow-citizens throughout the State and the United States, on the recent and signal defeat of the

proposed “amendment” to the State Constitution, which, if adopted, would have paralyzed and prevented the enlargement and improvement of the great water ways of the State, so urgently needed for preserving the vast and constantly growing commerce of the Interior. In this great deliverance, the Chamber gladly recognises the active and efficient co-operation of its fellow-laborer, the Produce Exchange of the City of New-York, and especially the well-timed and vigorous message of the Hon. WM. F. HAVEMEYER, Mayor of the city, denouncing the measure as injurious in the highest degree to the lasting interests of the State and the Union.

Resolved, That while all the members of the Chamber shared alike in the common anxiety to defeat a proposition so destructive and suicidal, the Chamber at large deems it due to justice and to history to express its thanks to the Special Committee of their body, consisting of the Hon. GEO. OPDYKE, First Vice-President of the Chamber, and Messrs. A. A. LOW, JOHN TAYLOR JOHNSTON, CHARLES BUTLER, SAMUEL D. BABCOCK and SIMEON B. CHITTENDEN, who personally attended at Albany on the argument of the merits of the measure before the Joint Canal Committee of the Senate and Assembly, and who largely contributed, by their influence and weight of character, to its final defeat. More especially is it proper to record the obligations of the Chamber to the Hon. WM. M. EVARTS, lately chosen an honorary member of the Chamber, whose powerful, wise and masterly address on that occasion arrested at once the downward current of public opinion, which had been misled by singular misapprehensions, and whose large and statesmanlike views, so eloquently expressed, practically restored to the councils of the State the manly and wholesome policy initiated in our early history by DE WITT CLINTON, so much to the lasting welfare and honor of the State.

After some remarks by Mr. OPDYKE and the President, the resolutions were unanimously adopted.

In the remarks thus made by Mr. OPDYKE and the President, they both adverted forcibly to the persevering and efficient efforts made by Mr. RUGGLES to expose the mischiefs and impolicy of the proposed amendment, and in securing the attendance at Albany of Mr. EVARTS and the Committee above named.

Mr. OPDYKE said, that while he fully approved the resolution of Mr. RUGGLES, rendering thanks to Mr. EVARTS for his masterly defence of the Canals, he could not in justice permit him, from any undue reserve, thus to keep wholly out of view his own persevering and indefatigable exertions to supply to the Legislature the information and the arguments needed to show the suicidal effects of this attempt to prevent the further enlargement of our Canals.

Mr. OPDYKE also deemed it eminently and peculiarly proper to distinctly recognise the arduous labors of Mr. RUGGLES in recently

preparing for the information of the Chamber and the public the very instructive and valuable agricultural tables, showing the enormous products and rapid growth of the great interior States. These tables not only establish beyond any further doubt the accuracy and the moderation of the prediction of the prospective amount of this western commerce, officially made by Mr. RUGGLES in the Legislature of 1838, but exhibited actual results for the year 1870, transcending more than five-fold the utmost amount then predicted, conclusively showing the expediency and necessity of increasing without delay the efficiency of the State canals to such an extent as to enable them to disarm all competition by rival works, whether in Canada or elsewhere.

Mr. OPDYKE was thereupon requested by the President to prepare a minute of his remarks, to be entered on the records of the Chamber.

Mr. RUGGLES laid before the Chamber printed copies of the work, entitled "Tabular Statements, from 1840 to 1870, of the Agricultural Products of the States and Territories of the United States of America, classified by their proximity to the oceans and other navigable waters, natural and artificial."

After a full consideration of these tables, the Chamber, on motion of Mr. A. A. Low, unanimously concurred in the following general conclusions:

1. The agriculture of the American Union is the broad and enduring basis of its national strength.

2. Its agricultural population of 5,922,471 in 1870 had created and acquired a property in agricultural wealth valued at \$11,124,958,747, showing an average value of \$1,878 per head, yielding a net yearly income of \$360.

3. Every million added to that agricultural population will consequently add at least \$1,878,000,000 to the national wealth.

4. The present yearly increase in this population being 82,432, an additional million will be gained every *thirteen* years.

5. These additional millions will be urgently needed, and can be readily supplied by Europe from time to time and from age to age, to enable the American Union to produce and export the vegetable and animal products to feed, and the cotton to clothe the large and steadily increasing population of Europe.

6. The ten interior States north of the Ohio River, and on the Upper Lakes and Upper Mississippi and Missouri, produced, in

the year 1870, 812,151,925 bushels of cereals, weighing more than twenty-one millions of tons avoirdupois. By the close of the present century, twenty-six years hence, these States will probably produce annually forty, and perhaps fifty millions of tons.

7. It has now become a matter of vital interest, not only to the American Union, but to the common civilization and welfare of the world, to improve to the utmost all the water-ways, natural or artificial, affording cheap transportation from the immense interior of North America to the ocean.

8. New-York, as the member of the Union specially entrusted by Divine Providence with the most efficient and available of these great water-ways, is bound by every consideration, not only of duty and honor, but of enlightened self-interest, sedulously to foster and promote every measure needed for the speedy and judicious enlargement of their capacity.

9. The steady progress of agriculture in overspreading the American Union, from the Atlantic to the Pacific, as shown by the tables, with the steps already taken for improving the channels by land and water, needed for transporting its products to the oceans, furnish a moral and historical element most important and instructive, in tracing the evolution of an Empire on the North American Continent as yet unequalled in the history of the human race. In a survey thus philosophical and comprehensive, the necessary international comparisons of the values of products and commodities to be transported across the oceans, should only be stated in the actual "money," in gold or silver, recognised by the civilized world and by our national Constitution.

10. The many millions of industrious and thrifty agriculturists who are to play the primary part on this great drama of human progress, may properly and rightfully claim that the immense fruits of their toil shall be valued only in actual money, in gold or silver, and in no irredeemable paper currency of any description. The six millions of honest farmers now standing on this Continent are well entitled to *honest money for honest labor*.

On suggestion of the President, it was referred to the Executive Committee to provide for the expenses of the printing and distribution of the tables above mentioned.

ELECTION OF OFFICERS.

Mr. A. A. Low, as Chairman of the Special Committee appointed at the last regular meeting to nominate officers of the Chamber for the ensuing year, reported the following list of nominations:

For President.

WILLIAM E. DODGE.

For First Vice-President.

GEORGE OPDYKE.

For Second Vice-President.

WILLIAM M. VERMILYE.

For Treasurer.

FRANCIS S. LATHROP.

For Secretary.

GEORGE WILSON.

For Executive Committee.

SOLON HUMPHREYS, *Chairman.*

SAMUEL B. RUGGLES,
JAMES M. BROWN,

WILLIAM H. FOGG,
ELLIOT C. COWDIN.

For Chairman of the Committee of Arbitration.

LEOPOLD BIERWIRTH.

For Member of the Committee of Arbitration.

JOSEPH STUART.

For Committee on Finance and Currency.

SAMUEL D. BABCOCK, *Chairman.*

WILLIAM SELIGMAN,
CYRUS W. FIELD,

J. PIERPONT MORGAN,
EDMUND W. CORLIES.

For Committee on Foreign Commerce and the Revenue Laws.

JAMES W. ELWELL, *Chairman.*

JONATHAN STURGES,
WILLIAM H. GUION,

CHARLES H. MARSHALL,
GUSTAV SCHWAB.

For Committee on Internal Trade and Improvements.

JOHN TAYLOR JOHNSTON, *Chairman.*

MORRIS K. JESUP,
ALEXANDER M. WHITE,

CHARLES BUTLER,
ABRAM S. HEWITT.

For Committee on the Harbor and Shipping.

PAUL N. SPOFFORD, *Chairman.*

GEORGE W. BLUNT,
EGISTO P. FABBRI,

JAMES S. T. STRANAHAN,
JAMES H. FROTHINGHAM.

For Trustees of the Institution for the Savings of Merchants' Clerks, to serve for three years.

MATTHEW MAURY, SAMUEL D. BABCOCK,
CHARLES E. BEEBE.

For Commissioner for Licensing Sailors' Boarding Houses or Hotels in behalf of the Chamber of Commerce.

CHARLES C. DUNCAN.

For Special Committee on a New Building for the Chamber of Commerce.

A. A. LOW, *Chairman.*
WILLIAM E. DODGE, GEORGE OPDYKE.

For Council of the Nautical School, established by Act of the Legislature, passed April 24th, 1873.

JOHN D. JONES, JOHN K. MYERS,
HENRY A. BARLING.

For Special Committee on Reform of the Revenue Laws.

JACKSON S. SCHULTZ, *Chairman.*
JOSEPH SELIGMAN, GUSTAV SCHWAB,
JAMES S. T. STRANAHAN, WILLIAM H. FOGG,
SAMUEL D. BABCOCK, JONATHAN STURGES,
DANIEL C. ROBBINS, JAMES M. CONSTABLE,
GEORGE W. LANE, DAVID DOWS,
ELLIOTT F. SHEPARD, WILLIAM M. FLIESS.

The report of the Committee was accepted, and the nominations unanimously approved.

The President thereupon vacated the Chair in favor of the First Vice-President, Mr. OPDYKE.

Mr. JOHN F. HENRY was appointed Teller.

The Chamber then balloted for officers; after which the result was announced by the Teller. The Vice-President then declared the candidates presented by the Nominating Committee to be duly elected the officers of the Chamber for the ensuing year.

Mr. DODGE resumed the Chair, and thanked the Chamber for this proof of their continued confidence in electing him their presiding officer for another year.

COMMUNICATIONS.

A letter was read from the Secretary of the Paterson Board of Trade, dated Paterson, April 25, 1874, tendering to the Chamber the thanks of the Board for defending Messrs. BARBOUR BROS. against the injustice done them by the moiety system; the senior member of the firm being the President of that Board.

The communication was ordered to be placed on file.

A letter was read from Mrs. JULIA S. HASTINGS, dated San Francisco, Cal., April 14, 1874, acknowledging receipt of the resolutions adopted by the Chamber on the 13th March, on the occasion of the death of her brother, the Hon. CHARLES SUMNER.

The communication was ordered to be placed on file.

The Chamber then adjourned.

ANNUAL BANQUET, MAY 7TH, 1874.

The Annual Banquet of the Chamber of Commerce of the State of New-York, commemorating its One Hundred and Sixth Anniversary, took place on Thursday evening, May 7, at DELMONICO'S, Fifth Avenue, corner of Fourteenth-street.

DECORATIONS.

The Banquet Hall was surrounded with the flags of the principal maritime nations of the world draped in artistic festoons. Facing the seat of the President, and over the main entrance, was the shield of the United States; on his right the coat of arms of the State of New-York, and on his left the arms of the City of New-York; while at his back, and immediately over his seat, entwined in the flags of the United States and Great Britain, was an elaborately executed device of the Chamber.

Along the front of the President's table, and reaching to the ends of the hall, was a superb display of flowers and blooming plants. In the centre was a large aquarium, peopled with gold and silver fish, the foundation and background formed of rock work, sea shells and coral, ornamented with ferns and moss. Columns of rustic work on either side were entwined with growing ivy, and surmounted by crystal globes, containing living fish. Above all was a floral ship, emblematic of Commerce. On each side of this central decoration were, first, a grove of tree ferns, calla lilies in bloom, and rushes; then an aviary, containing choice birds of gorgeous plumage. Adjoining were groups of rare tropical plants, stands of running vines, bright-leaved plants and choice ferns, bearing mounds

of Bon Silene, Marechal Neil, Noisette, Bourbon, Bengal, Tea and other roses, lilies of the valley and calla lilies. Next stood another grove of tropical plants of different varieties, embowering an aviary of exotic birds. On the outer side of these were stands of flowering plants in pots, half concealing glass cylinders with gold and silver fish, brilliantly lighted. Tropical trees and tall stands of foliage lifted up waves of dark green, crested with a foam of flowers. At the corners of the table were banks of century plants, acacias, arbutus, etc., rising above the tables and enclosing cages of singing birds, overhung by crystal globes of gold fish. Rising in the background, and filling the corners of the room, were lofty banana, orange and lemon trees, laden with fruit. The table was richly decorated with cut flowers and tropical fruits in crystal vases.

The Committee here express their thanks to the AMERICAN EXOTIC AND BOTANIC GARDEN COMPANY, of Brooklyn, and to Mr. OGDEN P. PELL, its Superintendent, and their appreciation of the pleasing and harmonious effect produced by this beautiful and artistic display of rare flowers and plants.

Much credit is due the Messrs. DELMONICO for their promptness and attention to the wants of the guests, and in the arrangement and carrying out of the details of the entertainment.

At half-past six o'clock the company entered the banquet hall, and, in conformity to the

ORDER OF ARRANGEMENT,

The President of the Chamber, Hon. WILLIAM E. DODGE, occupied a seat at the main table, facing the audience, with the invited guests, in the following order:

On his right,

Hon. HENRY WILSON,
Vice-President of the U. S.,
 Hon. WILLIAM M. EVARTS,
 Hon. NOAH DAVIS,
 Rev. WILLIAM ADAMS, D. D.,
 Hon. SAMUEL B. RUGGLES,
 Hon. S. S. COX,
 A. A. LOW, Esq.,
 DAVID M. STONE, Esq.,
 JOHN B. BOUTON, Esq.,
 Hon. JOHN R. BRADY,
 ISAAC H. BAILEY, Esq.,
 WHITELAW REID, Esq.,
 Rev. ALFRED P. PUTNAM,
 HIPOLITO DE URIARTE, Esq.,
Consul-General of Spain,
 Vice-Ad'l S. C. ROWAN, U. S. N.,
 EDWIN P. WHIPPLE, Esq.,

On his left,

Hon. WILLIAM F. HAVEMEYER,
Mayor of New-York,
 Rev. JOHN HALL, D. D.,
 Rev. THEODORE L. CUYLER, D. D.,
 Prof. R. D. HITCHCOCK, D. D.,
 PETER COOPER, Esq.,
 Hon. FERNANDO WOOD,
 Hon. JAMES W. HUSTED,
 Hon. ERASTUS BROOKS,
 Hon. HENRY E. DAVIES,
 Hon. WILLIAM H. ROBERTSON,
 Hon. SAMUEL J. TILDEN,
 Hon. JOHN A. KING,
 Hon. SMITH M. WEED,
 Gen. HORACE PORTER,
 Gen. B. H. BRISTOW,
 Hon. STEWART L. WOODFORD,
 Hon. CORTLANDT PARKER.

The Divine Blessing was invoked by Rev. THEODORE L. CUYLER, D. D.

PROCEEDINGS.

At eight o'clock the President of the Chamber called the company to order, and made the following address :

ADDRESS OF HON. WILLIAM E. DODGE.

GENTLEMEN AND MEMBERS OF THE CHAMBER :

We are met on the evening of our one hundred and sixth anniversary. It is a pleasant reflection that we are among the oldest of commercial and trade associations in our country ; let it be our ambition to hand down to the future commerce of our city and State our trust, with its value and importance greatly increased.

Since last we met, the commercial interests of the country have been called upon to face another severe financial crisis, and though our merchants, with very few exceptions, have passed through it triumphantly, yet I fear we have far from recovered from its effects. It has been to many very difficult to account for so sudden and severe a re-action, when all seemed so prosperous. Our foreign trade was, apparently, more in our favor than for many years previous ; our grain, cotton and other exports were in good demand in other countries, and our crops unusually large. But it appears to me more difficult to realize that so vast an interest as our rail-road system has become, could have increased since the commencement of the war from 31,000 miles to 75,000 miles, with an expenditure of more than one thousand five hundred millions of dollars, without bringing about a crisis in our financial system ; and while all are now ready to admit that the demands of the people in all sections for the extension of rail-road facilities have led to too rapid construction, yet it should be always kept in mind, that while those interested in their construction may have been great losers, yet the country, as a whole, has been largely benefited, and this vast expenditure has actually added to the real value of the whole country many times the cost of the roads.

I think it is very easy to account for the present stagnation of trade, when we consider the fact, that during the past eighteen months there has been developed a systematic opposition to rail-roads, which was commenced by the farming interest of the West, has spread to almost all parts of the country, and has become an organized political power, leading the Legislatures of some of the States to enact laws which, if sustained and carried out, must destroy confidence in rail-road investments. The very agitation of these rail-road questions in the State and National Legislatures has alarmed capitalists at home and abroad, and as they see this vast interest passing from the control of the stockholders and directors into the hands of political commissioners, who are to attempt to regulate prices of transportation in the interest of the producers, they very naturally hasten to dispose of their investments, and rail-

road securities, which but a short time ago were sought after with confidence, are now considered very uncertain, and have been, for months past, crowded on the market, until they have declined so fearfully that the very stock list is constantly increasing the distrust. But for this war on the rail-roads, men of property would have held these securities until the growth of the country would have given them permanent value. We now see this great interest prostrate, and the various branches of industry which it has fostered paralyzed. The iron manufactures which have sprung into life all over the country are the offspring of our rail-roads; so the locomotive and car building, the axle, the spring, and the wheel works, and the hundred other manufactures depending on the prosperity of the rail-roads, are crippled, and many of them ruined. Thousands and thousands of operatives in these various manufactures are idle, and rolling mills, furnaces and foundries are all standing still, because the States and the Nation have struck a deadly blow at this great interest.

Can we wonder that business is dull, even in the midst of a plethoric money market?

If this war is to go on, and the States attempt to enforce laws which destroy the vested rights of those who have advanced their money to build these lines, so vital to the country, then these roads must and will become political powers in all sections, and those who now oppress them will, in their turn, become the sufferers. Is it not time that the business men of the country should look carefully to see what will be the end of this interference by the States with the great channels through which commerce is now, to a great extent, carried on?

The Chamber during the year has done much to arouse the attention of the country to the manner in which the revenue of the Government was collected, and the embarrassments thrown in the way of commerce, and there is good reason to expect that the present Congress will pass such laws as will enable the honest merchant to import his goods under requirements so plain, that he may not be in constant fear lest he may render himself liable to their confiscation.

The efforts of the Chamber with others to secure from Congress a currency which should at least tend towards the value of that of the countries with which we trade, and look to a return to the standard of the world at no distant day, have been, we hope, not without some good results during the past few weeks.

The untiring efforts of members of the Chamber have prevented the passage of the Canal Funding Bill, which would have for years prevented such enlargement of our great channels of trade as the business of the West and the vital interests of our city demand.

The importance of this matter has not been either understood or appreciated by our citizens. The great want of the hour is enlarged outlets for the commerce of our chain of inland seas; and if we would secure to our city its great natural advantages, and insure to ourselves a fair share of the business of the growing West, we must prepare an enlarged water-way, or the St. Lawrence will continue,

from year to year, to divert trade which would naturally seek our city. If our members will carefully examine the statistics contained in "The Agricultural Products of the Country," recently presented by our valued friend, Mr. SAMUEL B. RUGGLES, they will be better able to appreciate the efforts which have left our State untrammelled as to any future enlargement of the Canals.

The law creating a permanent Court of Arbitration in connection with the Chamber has just been passed, and the appointment of one of our eminent judges to fill the position of arbitrator, gives an increased interest and importance to this movement, which, it is believed, will be of great moment to commerce and the merchants of our city; and, I trust, not only our members, but merchants and business men generally, will carefully examine the law.

But, gentlemen, I must not detain you longer, and will now ask your attention to the first regular toast,

"The President of the United States :"

" Patient in toil, serene amidst alarms,
Inflexible in faith, invincible in arms."

This toast was received with great applause, the whole assemblage rising in their places.

The second regular toast was then given, as follows :

" Her Britannic Majesty, Queen Victoria—the worthy successor of the Sovereign who granted our charter."

Music, the audience standing.

The President said : We had anticipated the pleasure of having our highly honored Chief Magistrate, Gov. DIX, respond to the next toast, but a telegram has been received expressing his regret that the pressure of public duties will not permit him to be present. I shall ask a gentleman to take his place who has honorably filled many high positions in our State, and has recently commended himself to the esteem of our best citizens by his honest and impartial trials and condemnations of the men who had so long plundered our city government, though he has also secured the enmity of those who sympathized with their crimes. He has also taken a noble stand in the effort to secure to our merchants a revision of our revenue laws. I will call on the Hon. NOAH DAVIS. [Great applause.]

The President gave the following as the next regular toast, and called upon Judge DAVIS to respond :

"The State of New-York : First in wealth, first in population, first in commerce—may she always maintain her proud pre-eminence."

ADDRESS OF HON. NOAH DAVIS.

MR. PRESIDENT AND GENTLEMEN :

To the toast which so justly epitomizes the supremacy of our State it were more fitting that the response should come from the lips of our loved and honored chief Magistrate. He is indeed a bold man who shall venture to speak *for* Gov. DIX; but *of* him, each one of us is ready and proud to speak. [Applause.] He entered the Executive Chamber with more than half a century of public services and illustrious honors clustering around him, yet every day he has gathered new titles to the confidence and respect—nay, to the personal love of the people. They told us he was “too old” to be trusted at the helm! Thank heaven! he has proved to be *too old* for fraud—*too old* for crime—*too old* for the public plunderers—*too old* to see any thing but duty—to fear any thing but God. [Applause.]

The snows of seventy-six have never quenched in him “*the spirit of '76.*” The same hand that penned the telegram that first awoke our hearts to a just sense of the retribution due to him who should “attempt to pull down the American flag,” wrote the message that lately bore to the dust the flag of inflation and national dishonor. [Great applause.] Who renders such service is never too old to serve—and though we may cry, as King Agamemnon to Nestor, on the field :

“ Ah, how I wish that thy firm heart,
Were but supported by as firm a knee”—

We still listen hopefully for the same reply :

“ Yet ancient as I am, I will be seen
Still mingling with the charioteers, still prompt
To give them counsel.”

The toast to which you ask me to speak is at once a boast and a prayer. New-York is, indeed, “first in wealth, first in population and first in commerce.” How, then, “may she always maintain her proud pre-eminence?”

In agriculture she must already yield the palm. In manufactures she may be secondary to her sister States.

Her strength and greatness, present and future, lie in commerce.

Commerce is the noblest avocation of humanity. She opens the door to civilization and christianity, and, as their handmaiden, spreads abroad the arts, the sciences and the truths of civil and religious liberty. She precedes and creates light, knowledge, liberty and justice, and all her just tendencies are towards universal peace and happiness among men. In agriculture she sows and reaps. In manufactures she invents, creates and inspires. In the arts she develops and rewards genius. In the sciences she promotes discovery, applies results, and compensates merit. On the land she reduces

mountains, elevates valleys, spans rivers, and binds peoples with roads of steel, and conquers time and space by the power of steam and the art of telegraphy. The sea is her home; and to traverse its depths her thoughts become lightnings; while on its bosom she bears the interchanging harvests and products of nature and industry. That people who command most largely the services of commerce, who foster her interests by just and equal laws, who give largest freedom to her hands and limbs, who set all her gates ajar, well oiled, to swing with no harsh grating at the touch of all peaceful approach, is bound in the near future to win and keep the wealth, the population and the proud pre-eminence which are the boast and prayer of your toast.

New-York has done much, and yet too little, for internal commerce.

She has in herself power to encourage and strengthen that commerce by the self-preserving exercise of the largest generosity toward all her sister States. Her canals must be brought to the very margin where self-maintenance touches absolute freedom; and her rail-roads must be taught to know that the right of eminent domain conceded to them by the people, is not given to build up overshadowing corporate wealth and power, but to establish highways for the people and their interchanges of goods and products at the cheapest rates consistent with fair compensation.

But New-York cannot legislate to control her external commerce. In this regard she is in the hands of a Congress which has been to her, too often, an unjust stepmother. The laws of Congress have been, and still are, in too large a measure, trammels and shackles upon her commerce. [Applause.]

Let us not confound the freedom of trade with "free trade." The latter is a matter of tariff or no tariff—of duties for protection, of duties for revenue—of ad valorem, specific and horizontal duties—all questions upon which men may widely disagree.

But the freedom of trade, in the sense I use it, is a common platform upon which men of the most diverse opinions may stand in harmony. By it I mean that sort of freedom which shall enable the merchants of our country to enjoy the rights and privileges of trade under the laws existing or that may exist in respect of duties, without feeling that their Government is a natural enemy, who has surrounded them with hostile forces in the shape of spies, informers, moieties, traps and pitfalls in the law, unjust seizures of books and papers, and severe forfeitures and penalties, to which acts guiltless of fraudulent intent may subject them as readily as the most criminal designs. Such is and long has been the character of our laws that no merchant, however honest and upright, has been secure against falling into errors of construction or misapprehensions of practice which may lead to the ruin of his business or fortune. He is bound to know the law, and what it requires and what it forbids; and yet, if not knowing the law, he does "knowingly" the forbidden acts, out springs upon him the grasp of the law, guided by the avarice of "moieties" and informers' shares, to drag him to the bar of the courts, or the scarce less fearful chasm of compromise.

I scorn the false idea that an administrative officer, bound by his oath to administer the laws as they exist, may not freely have and freely express his opinion of their justice and propriety. I have always regarded our moiety system as one founded upon unsound principles, the natural tendencies of which were to make officers, whose duty it should be to prevent frauds and violations of law, interested largely in having such offences committed; and the same erroneous principle permeates all laws that enable public officers to become informers, and share in the fruits of discoveries.

Early in 1870, when in Congress, I introduced and pressed a bill to abolish all moieties; and that bears witness of views which have not been changed because called upon in another capacity to aid in the administration of existing laws. I am glad to believe that the hour is fast approaching when reforms will be made that will go far toward re-establishing the freedom of our merchants; and if I have been driven by unjust assaults to go outside of my present most pressing duties to contribute ever so little to such an end, I am sure the general benefit will be a most ample reward. You have alluded, Mr. President, to the case of your own house. There is an old saying among lawyers, that hard cases make bad laws. That is true of the decisions of courts. But in practical life, hard cases make good laws, for they arouse the attention of the community to evil laws, and compel their abrogation.

The blood of the martyrs is the seed of the Church! Not unfortunate will it prove, if the seed from which springs regenerated laws, shall be found to have been poured out in the blood taken from your veins. Denounced as I have been, for having certified, solely through a sense of justice, that while doing acts which were clearly violations of the law, and thus subjecting you to heavy penalties, you and your house were free, in my opinion, from all intention of defrauding the Government, I still hold to that opinion as the exact demand of justice and truth towards yourself. [Applause.]

I have never, on any occasion, or under any circumstances, expressed any contrary opinion. There was no occasion for doing so; for where an act forbidden by the statute is knowingly done, though in ignorance of the law, and even in supposed compliance with it, if a loss of duties is the result, the question of actual intent to defraud is not important, in a legal sense, until the case, *after judgment*, reaches the Secretary of the Treasury on application for remission—which he is only permitted to grant where “intentional fraud,” or “wilful negligence” have not occurred.

Not to have written you as I did, with the views I had of the law and the facts, would have been unmanly and dishonorable.

Pardon this personal digression. The bill reported by the Committee of Ways and Means is a long advance toward good legislation, and should meet the encouragement of this Chamber. Whatever aids commerce, touches closely the heart of our State and city. Our city is the creature and very child of commerce. Here is the gateway through which the wealth and strength of the Old World are marching into the New. Give to its vast and cosmopolitan mercantile interests perfect freedom from the gyves and

fetters of unjust laws, and it will surely attain unbounded prosperity. [Applause.]

The next toast—"The City of New-York, the Chief Mart of American Commerce"—was responded to by Mayor HAVEMEYER. He spoke as follows:

ADDRESS OF HON. WILLIAM F. HAVEMEYER, MAYOR.

MR. PRESIDENT AND GENTLEMEN OF THE CHAMBER OF COMMERCE :

The toast to which I am to respond by your invitation suggests to me a train of reflection which is appropriate to the present condition of this great and proud commercial metropolis. It long has had a vast pre-eminence in the mart of commerce on this continent between the people of the different parts of our country, as well as with foreign nations, but I desire to say frankly to the representatives of the commercial interests here assembled, that causes are at work which threaten the continuance of our long-established superiority. Every advantage which nature, with matchless prodigality, could bestow, is yours; a geographical situation the most favorable possible; a harbor capacious, land-locked and accessible at all seasons of the year, with rivers on either side of our island which dwarf the single channels on which the great European capitals rely; a climate which, on the whole, is the best of any of the great cities of the world, with water communication through the Hudson and Erie Canals to the great lakes, which constitute the noblest system of internal water communication anywhere known; the natural centre of a vast net-work of railways which now covers our country, why should not our city maintain and increase her pre-eminence over every rival? I answer, gentlemen, that the danger which threatens is the indifference and inertness of the commercial and capitalist classes of our country, and their blind and thoughtless reliance on these great natural advantages which leads them to tolerate and acquiesce, and assent to almost become parties to public evils, which are silently but surely sapping the foundations of our prosperity. What are these public evils? Unfriendly legislation at Washington, under which commerce is paralyzed and the carrying trade has perished; burdensome legislation at Albany, under which undue and excessive taxation is imposed upon the people of this city; under which its great public trusts, its necessary improvements, and many of the functions of local government are dealt with as if they were mere spoils for every temporary majority in the legislative bodies of the State, and are bought and sold in the lobbies at every session. This system, continuing even now to a scandalous extent, is the same system by which the city owes the installation and the dominion of the TWEED dynasty, with its attendant speculation, frauds and corruptions. It is not the voters of this city who are charged with the responsibility of these crimes. It is the Legislature at Albany, which treated us, and still continues to treat us, as if we were a conquered province, with no rights it

was bound to respect. Even this last session has been disgraced by a series of struggles to modify the functions of the city government, for the simple purpose of putting one set of men out of office and another set of men in, and without any regard to what is the best organization for the government of a million of people.

Another cause is the neglect whereby the great channel of traffic which connects the Hudson with the lakes is becoming more and more inefficient for the purposes of its creation, neglect under which unskillful and inadequate provision is made for the economical handling and interchange and transit of the great products of the interior. I warn the commercial and capitalist classes that they cannot hold the unrivaled advantages which our city naturally possesses for profitable enterprise as if they were given of God, without the conditions which attach to every work of His hand. I warn this community that a people, among whom it is a fashionable boast with those who claim a superiority over their fellows, that they have nothing to do with public affairs, that they take no interest in legislation, in administration, in the conduct of judicial tribunals, and the great instrumentalities whereby human government is carried on, cannot long have material prosperity. The parties intrusted to perform the great functions of legislation are, in many cases, persons in whom they would repose no confidence in any matter personal to themselves, where honesty or efficiency was expected; and until a deeper interest in public affairs is manifested by those who have a large stake in this community, than has hitherto prevailed, nothing but extravagance, dishonesty and corruption will continue to disgrace their administration. Men cannot long reap the benefits without bearing the burdens of human society. It is liberty, it is popular government which is the ultimate source of all our success in industry and trade; but popular government requires the watchful, patient, patriotic, self-sacrificing care and guardianship of all citizens; and it is a peculiar duty of those who gain and appropriate to themselves the largest pecuniary result of our free institutions to fulfil these obligations of citizenship, to watch and work, as well as pray and resolve, without which their own wealth will soon turn into ashes in their grasp.

The President then announced the next regular toast:

“COMMERCE.”—“All government, indeed every human benefit and enjoyment, every virtue and every prudent act, is founded upon compromise and barter.”—EDMUND BURKE.

And called upon Mr. A. A. Low, who responded as follows:

ADDRESS OF MR. A. A. LOW.

MR. PRESIDENT:

The sentiment to which I am expected to respond opens up a boundless field for contemplation; and its proper treatment would demand more time and more of your attention than you would be disposed to allow.

In the consideration of such a theme, I must pursue one of two methods: the trite and familiar one, that takes cognizance of things immediately around us; or the other, and more comprehensive view, which requires a wider range of thought and a stronger grasp of the intellect.

It would be an easy way to illustrate the importance and power of commerce in building up a city like our own, if I should point out, one by one, the various agencies that have been employed, or naturally have co-operated to make New-York what it is; and if the aim were to show the rapidity of its growth, it would matter but little whether a comparison were drawn between our own past and present, or between our own and any other city of this or of other lands. In either case it would be seen that the cause of its growth was to be found in the vast development of its internal and external commerce; and what would be found true in respect to our own city, would be seen to be equally true of every other with which comparison might be made. A similar line of argument might be used to explain the growth of states and kingdoms. Obedience to the law of intercommunication between the different nations and powers of the world—which has its origin in the mutual wants and mutual dependencies of one upon the other—has always led to an increase in wealth and population; and this increase has been in proportion to the opportunity and enterprise, intelligence and sagacity of nations bordering on the sea.

The more comprehensive view to which I have referred, would take us back to the earliest records of primeval time, and lead us to a careful study of geography and history. In the pursuit of this, our attention would be drawn to the division of the earth's surface into continents and islands, oceans and seas, lakes and rivers; and we should have to inquire into the circumstances which must have exercised an influence upon the earlier races of men in seeking a country in which permanently to dwell. If we now know better than it was understood in the beginning where the most productive soil is to be found, what condition of climate and of temperature are most favorable to the growth and development of man—to his advancement in knowledge and power—we should discover that commerce had led the way to the solution of the once difficult problem.

Living, as we do, in the enjoyment of so many comforts and luxuries drawn from regions near and remote, however difficult of access, let us not forget that, in the earlier stages of human existence, even the necessities of life were of precarious supply. To the thoughtful mind, the beneficent aim and end of commerce, and the providential dependence of different tribes, peoples and nations which inhabit our globe, upon each other, are made abundantly clear, when we consider how various are the products that are peculiar to different parts of the earth's surface, and to what varieties of soil, to what degrees of heat and cold, these respectively owe their origin. From the pole to the equator, variety characterizes the law of creation, as well in the animal kingdom as in the growth of the soil; while local influences, numerous beyond computation, come in to modify and

increase the vicissitudes due to latitude and longitude. What is indigenous to one country is denied to another. The teas and silks of China and Japan, and the coffee and spices from the Eastern Isles, find their best markets in the distant West; while the gold and silver and precious stones are drawn from the barren sands and deep recesses of the mountains, to swell the common treasury of nations; to deck the diadems of kings; and to crown with added lustre the charms of female beauty. Ocean and air, mountain and plain, are all made tributary to the wants, the uses and the luxury of man; and it is the office of commerce to transport the gifts of nature and the fruits of toil, over the wide expanse of waters, and distribute them according to established laws of finance and exchange, with which, of late, our legislators have become so familiar.

But it is not in ministering to the ordinary wants, or to the highest gratifications of man, that commerce reveals its most beneficent aspect. It is rather in those exceptional periods, when seasons of famine succeed years of plenty, as they sometimes do in the most favored lands, that the law of mutual dependence comes in to teach the brotherhood of nations. We see a type of this in the touching story told in the old testament of JOSEPH and his brethren. There was famine in the land of Canaan, but in Egypt there was corn. Knowing this, JACOB directed his sons to put money in their sacks, and go down to the land of PHARAOH and buy food. And it is noteworthy that their money was told by weight. [Applause.] Had it been greenbacks, its return would have occasioned neither surprise nor dismay. [Laughter.] The sequel is known to you, with all its incidents so full of pathos! The narrative culminates in the discovery by JOSEPH, then a ruler in Egypt, of his true relation to the other sons of JACOB, and in the subsequent settlement of the Patriarch and his offspring in the land of Egypt.

Similar experiences, with not dissimilar results, have been observed in all periods of the world's history. Religious persecution led our forefathers to leave the old world for the new; and this exodus, begun in oppression, has been stimulated by other causes, and continued through successive generations, till at last we behold the fertile plains of the West peopled by immigrants from the old countries of Europe—turning back through all the channels by which they went out, the gathered harvests of wheat and corn, to gladden the homes of their fathers! And not infrequently we see the aged patriarch following the fortunes of the younger son, who, at length, has been lifted up from some humble station, to be a law-maker or ruler in the land of his adoption.

We look in another direction, and the scene is changed. From populous provinces of India and from Asia Minor, woful tales are brought us of wide-spread famine. The outstretched arm of England employs all the means commerce can supply, (and there are none besides,) to rescue thousands and tens of thousands from starvation and death; and thus the suffering people of India, with but a partial knowledge of their benefactors, are made to realize the general truth that all men are brethren!

Mr. President: I have now drawn, in faintest outline, but one

feature of a great subject. Of what enlarged demonstration it is susceptible, I need not tell you.

The same law that governs in the distribution of material things is manifest in the broad domain of science, of art and of letters. In the order of Providence, the gifts of genius and the wisdom of the sage have not been confined to one country, or to any age; but along the whole pathway of human progress, God has raised up noble men, "like stars in the firmament," to shed light upon the highest interests of the race.

Were it in my power, there would not be time to recite the names of those who have enriched the pages of history with the results of their labor in all the departments of human knowledge. Libraries and museums, in which the hand of opulence has garnered up the contributions of all ages and of all peoples, testify to the industry, to the learning, and to the patience of the scientist, the scholar and the artist; and to what extent commerce has made the works of all, the common property of the civilized world. The galleries of Venice and Rome bear ample witness to the proficiency of the "old masters" in painting and sculpture, many centuries ago; and if these are as accessible to the student of our own country as to the scholars of Italy, it is because of the vast improvement in navigation, which has kept pace with every other advance in the culture and progress of man.

I cannot pursue any further a course of reflection which is scarcely needed in such an audience as this.

Nor will I dwell upon a branch of the general subject of which it would be natural to speak, had not our newspapers and magazines been so exclusively occupied with its consideration for these many months. I refer to the subject of finance. The discussion of this question has derived a new interest from the recent action of Congress, and a general apprehension that all faith in our national legislators, as a body, would be lost; and, consequently, that the trust hitherto subsisting between man and man would be greatly weakened. It is this cardinal virtue which imparts vigor to the prosecution of every great enterprise, and crowns the grandest undertakings with the most brilliant success.

Who has not been impressed with the grandeur of modern enterprise, which has spanned continents with lines of railway, and girdled the earth with the electric wire; permitting neither land nor water, however lofty or deep, to arrest the work that makes of one great family all the nations of the earth?

In contemplating some of the great achievements of modern times, I have been led to think, that if there is a faith that "moves mountains," commerce affords the happiest illustration of it. I do not mean that the Alps or the Andes can be moved from their bases to a level with the plain, or tumbled into the sea by any power less than God's. The preacher challenged his hearers to try this on old Monadnock, but Monadnock rests secure upon its foundations, somewhere among the hills of New-Hampshire.

But that in our own day the loftiest mountains are made to shake from base to summit, and pierced through and through, for the on-

going of the locomotive and its train, is patent to all observers; and it is partly due to the appliances which science affords, and partly to that faith which the Governor, the Legislature and the merchants of our noble State have always upheld—faith in the bond—faith in the note—faith in the promise that is stamped upon the note—faith in the pledge that lies back of all; for, when this faith is lost, the fires of the furnace and forge go out; the uplifted arm falls nerveless by the artisan's side; the revolving wheels of commerce are stopped, and the best laid plans are paralyzed. If there be any in high places who are recreant to their sense of duty, and false to the national pledge, they may continue to occupy seats in the halls of Congress, but they will cease to receive the homage that is paid to truth and virtue; and when they pass from the sight of their fellow men, they will sink into their graves unhonored and undeserving of honor! [Applause.]

The next toast—"The Precious Metals—Universal standards of value, without which commerce becomes gambling and credit a snare to the unwary"—was responded to by Hon. WILLIAM M. EVARTS. He spoke as follows:

ADDRESS OF HON. WILLIAM M. EVARTS.

MR. PRESIDENT AND GENTLEMEN OF THE CHAMBER OF COMMERCE:

I regret exceedingly two circumstances which are likely to affect my speech to-night. Not aware of the rigor of the rule which required that every thing which is said before this grave assembly is to be reduced to writing and read, [laughter,] I am wholly unfurnished in pocket, as I always am in head, with a speech. Besides, sir, knowing that public faith and private credit were the charm and the strength of commerce, and you were the charm and strength of commerce also, I had trusted to my invitation, which informed me that, in order to give an opportunity for all to speak, and to save our hearers from weariness, no one was to speak more than ten minutes, [laughter,] and I was warned that I must deduct from my ten minutes any excess that might be committed by any inconsiderate orator who should speak before me. [Laughter.]

I congratulate you, Mr. President, and this distinguished association, upon the great reasons you have for pride and satisfaction in the public measures in which the State, the city and the country are so largely interested, which have been made successful according to the policy and the purpose and the action of the Chamber of Commerce of the State of New-York. [Applause.] I remember, a year ago, when we were at the commencement of this fight against bad government over commerce, and were receiving blows, and had concluded that it became us to give some in return, venturing to say in your name and that of your fellow-citizens, that good government was the birthright of the American people, and please God good government we were determined to have. [Applause.] And now the particular mischief under which we were all then smarting, in

our pride, in our feelings, in our sense as freemen, the oppressions and exactions upon our trade are being swept away by Congress at once and for ever.

In regard to our State affairs, you have alluded to a matter of no inconsiderable interest, in which, as I think, with the generous, ready and intelligent concurrence of our Legislature, the State of New-York has been saved from a great mischief, and the commerce of the country from a rivalry which it could not bear. [Applause.]

In relation to the great subject of finance, I think the Chamber of Commerce may well congratulate itself in having led what was thought to be a forlorn hope against the settled purpose of large sections of opinion in this country, and led it to triumph. Seldom does it happen to one man to be able to do in a single act so great a good, for the present time and for a long future, as Gen. GRANT has done in arresting the mischief of inflation. [Cheers.] And I can borrow from no source words of courage and strength so well as from himself, that he would fight it out on that line if it should take him all summer, and all the summers of his administration. [Cheers.]

I must thank you, gentlemen, also, for having changed me from a lawyer into a merchant, [laughter,] by admitting me to membership in this Chamber. I did not at the time understand what all this meant, and its effect upon my personal fortunes, for I was not aware you were harboring so deadly a blow against me and my profession as that measure of peace and arbitration instead of law and lawyers, which the Legislature has given you. [Laughter.]

But I am to speak of the precious metals—precious not merely to the eye, but to the memory dear; [laughter;] precious like all blessings as they have taken their flight; precious to those who walk by faith, which “is the substance of things hoped for, and the evidence of things not seen,” [applause,] and full, also, of good Christian morality, for one of the first injunctions to the Apostles was that in all their movements they should take no scrip. [Laughter and applause.] Why, Mr. President, our country was in a fair prospect of casting the land of Canaan in all its charms wholly into the shade; that was only a land of promise, but this was a land of promises. [Laughter.] No doubt there are some gentlemen here who are old enough to remember the precious metals as a circulating medium. [Laughter.] My own connection with money in any shape at that time was not such as to make it a matter of importance to me whether it was paid in one form or in another. [Laughter.] It is true that I had looked upon commerce as interesting mainly because it made great merchants, and I had looked upon merchants mainly in the light of clients. [Laughter.] I have been satisfied with the dexterity and wisdom which could extract, after you had robbed all the rest of the world, some portion of your gains. [Laughter.] You are regarded as enterprising, energetic, earnest and capable, like those hardy ducks upon our bays and rivers, that dive for the ripe celery at the bottom of the water, only to have it seized by the lawyers, the canvass-backs. And look at the reward. Why those canvass-back ducks, saving the exercise of

their own muscles, have that juicy tenderness which makes them the delicacy of the whole world. [Laughter.]

In regard to the precious metals, one reason for speaking about them is, that after all that is about all that we can do. [Laughter.] But seriously, gentlemen, there has been a very dangerous state of feeling, a very doubtful struggle of opinions in this country in regard to this matter of specie payments. I have never thought it possible that in the long run the arguments in favor of unperformed promises could be popular with the hard-headed and honest American people. We don't like this argument which would make out that if we will only complete a circle of our own trade, commerce, productions, manufactures and industry, we can afford to have a money of our own, satisfactory to ourselves, and be careless of the opinions or the interests of the rest of the world. A nation like ours, that has two sea coasts, one on either side of the Continent, facing the two shores of the other hemisphere, can never be satisfied without a marine commerce, never be satisfied without a circle of trade that takes in the whole world; and there are no men, whether they raise grain in the Western valleys or whether they navigate ships from the thousand seaports on our coasts, who cannot understand that if they do business with all the world, they must have a medium of currency that all the world appreciates and sustains. [Applause.]

This currency they must have; a currency which yields and flows according to the exigencies of trade in all the world, and that must be a currency as elastic as the diffusion of the precious metals, because they flow from sea to sea, according to the demands from one side to the other, or according to the changing balances of trade.

We have a greater power even than this to secure specie currency in this country. In this country the political power is lodged in the laboring classes, and if there is any thing that a laboring man demands, who has no capital and no operations that are not circumscribed by his daily toil; if there is any thing that he demands, it is that his labor shall be paid for in some measure to which his labor gives value, and that does not depend upon the discretion or the operations of capitalists or any body else. [Applause.] What is the essential quality of specie coin? It has the image and the superscription of the Government, but that is only to stamp it as being a precious metal, and as being of the weight that it should be, to represent its value. But what has the precious metal itself been stamped with before? It has been stamped by labor itself with an intrinsic value; it is the measure which it receives from labor, the source and measure of all values in this world. [Applause.] It is only because the precious metals represent just so much labor, and have a permanent and imperishable and portable value, that they become the circulating medium of all the civilized world; and when a government is controlled by the suffrage rule, by the laborers of the country, it does not take a prophet to see that in the long run the laborers will have their labor paid for in the medium to which their labor has given its full value. [Applause.]

Now, gentlemen, we come to this matter of greenback currency and its promise. What was its justification? At its issue all

society was disturbed, and trade was paralyzed by war, and the immediate exigencies of the country required it by force, as it were, to marshal all its wealth, as it marshalled its physical strength, for war; the promise given was, that if it should be taken by us citizens until the war was over, as a great clearing-house, then the operations would be settled in coin. And since the war is over there is no possible justification in morals, in government, in common honesty, for the omission or refusal to make that liquidation, except inability to do it. [Applause.] How long will these promises continue to be the substance of things hoped for, if there is never a realization of hope? How long would it be credited as the evidence of things not seen, if they never come to be seen? We have the easiest test in the world of the distinction between promise and substance. Why do you make a difference between a promise to pay one dollar and a promise to pay ten dollars? It is not in the difference in the promise, it is in the difference in the number of dollars. Nobody cares a straw when the Confederate currency has gone to the wall and is ruined, whether his pocket was full of ten dollar or one dollar bills, and so here it is this dollar which is on the face of the green-back that constitutes all its measure and all its value. An unperformed promise to pay one hundred dollars, is no more than an unperformed promise to pay one dollar.

But I believe, gentlemen, that we have the best reason for growing confidence in improvement at Washington, at Albany and in New-York. I believe that the past few years' experience of this Chamber has taught them faith, and their faith has taught our citizens at large in this great community that, if they are willing themselves to labor and to put faith in their own exertions and in the rallying force of truth, the intelligence and the honor of their countrymen, and press forward and onward, that it will not be long before we shall have brought back good government and recovered our ancient birthright. [Cheers.]

The next regular toast was :

“ Arbitration ; possible and beneficial equally among nations and individuals. Commerce demands it, and will secure it.”

The President called upon Mr. ELLIOTT F. SHEPARD, the author of the Arbitration Act recently passed by the Legislature, to respond. On rising, Mr. SHEPARD was received with great applause.

ADDRESS OF MR. ELLIOTT F. SHEPARD.

MR. PRESIDENT AND GENTLEMEN OF THE CHAMBER OF COMMERCE :

As long as it is human to disagree, the methods of settling disputes will be of absorbing interest. The sword, diplomacy, the courts and arbitration are the recognised instruments and powers of peace. The sword secures the peace of death ; diplomacy often embroils as much as it pacifies ; the courts, though crowned with

abundant laurels, are inadequate to every emergency; and arbitration, the youngest sister of the band, is now sought, with increasing hope in her magic power of justice and reconciliation. [Applause.]

The pugnacious spirit which, during the days of CHATHAM and PITT, led English pedestrians in the narrow streets of their cities on rainy days to carry their umbrellas rigidly perpendicular, gave rise to many a torn water-shed and many a fisticuff. The spirit of the nation was a reflex of the individual spirit, and the country was then engaged in both colonial and foreign wars. But it is now observed that umbrellas take the left oblique, and pass with whole silk on their ribs, and smiles of accommodation on the faces of their owners underneath. [Laughter and applause.] Is it surprising, then, that England is to-day at peace, and that she has recently avoided a war with America by preferring the arbitrament of impartial minds at Geneva, to that of bloody swords on two continents and the oceans between?

In the presence of the distinguished counsel, who so ably joined in representing our country at that tribunal, and of the fact that we have received our fifteen millions and a half without a fight, and that our northwest boundary was peacefully settled by the arbitration of the august master of Germany, it is indeed proper to declare that arbitration is both possible and beneficial to nations. [Applause.]

Turning to our internal affairs, we find that the recent Legislature has established a facility for settling individual disputes in mercantile and commercial matters in this port, which has long been desired, and is at length happily attained; and the Governor, by appointing an able, experienced and upright judge as arbitrator, has conferred a lasting benefit upon the commercial world. [Applause.]

Before him, parol contracts may be enforced; a contract may be construed even prior to its execution; neither party will be punished in costs; and, if necessary, to enable justice to be done, additional testimony to that put in by the parties may be taken. These things indicate a jurisdiction to which the courts are strangers. The appointment of the arbitrator is for life; parties coming before him may either proceed before him as sole arbitrator, or may each choose a person to sit with him, in which case the majority will control.

The award is a speedy and final settlement of the dispute, not subject to be set aside by the courts. In contracts it is frequently provided that, in case of disagreement between the parties, the matter shall be settled by persons selected, one by each party, and, in case of their disagreement, they may choose a third to act as umpire. Hereafter such contracts may, in an easier and better way, refer the settlement to the Arbitrator of the Chamber of Commerce, when the parties can each choose a person to sit with him, to decide the matter if they wish. And I would suggest to my professional brethren, that they bear this law in mind when drawing such contracts.

The consent of the parties is requisite to put this tribunal in ope-

ration in any case, thus preserving all the features of voluntary arbitration, and fostering in the individual the spirit of amicable adjustment of difficulties.

The more this individual spirit grows in the world, the more will nations incline to arbitration. [Applause.]

You have said in your toast, Mr. President, that commerce demands, and will secure, arbitration. Sir, it is the good fortune of your administration of the Chamber of Commerce, to have inaugurated this blessing in a practical form, a blessing which will make your administration more glorious than any preceding one. [Applause.] But for the efforts of the commercial men of this metropolis, the Arbitration Act would not now be in existence. So that, by the action already taken by this Chamber, it has proved the truth of your toast.

White-winged ships are harbingers of peace the world over; the cutting prows of steam-compelled vessels make way for reforms; the dashing locomotives summon us to break away from the inert past, and move forward to improvement; and the ubiquitous telegraph, electrifying with mental force all the operations of commerce, urges mankind, with never-ceasing voice, onwards to new triumphs. These are all commercial agents and powers. These have made arbitration possible and beneficial equally among nations and individuals.

MR. SHEPARD resumed his seat amid the cheers of the audience.

THE PRESIDENT: We now come to the eighth toast, “ ‘The Veto’ — ‘Peace hath her victories, no less renowned than war.’ ”

This toast, in commemoration of the recent signal victory of the metallic currency, recognised by the National Constitution, was received with great enthusiasm. Prof. HITCHCOCK, on being called upon to respond, spoke as follows:

ADDRESS OF PROF. ROSWELL D. HITCHCOCK, D. D.

MR. PRESIDENT AND GENTLEMEN:

I suppose I understand the technicalities of finance about as well as most of you understand the technicalities of theology. This unprofessional knowledge may not amount to much, and yet be quite enough for all practical purposes. When common sense is outraged by theologians, if it ever is, you know it. And when common honesty is outraged by financiers, if ever it is, I think I know it. Certainly it is not immoral to be in debt. We blame no man for mortgaging a part of his property to save the rest. And in the case of a nation, we say no matter how much it costs to save its life. But debts are obligations. This is the very meaning of the word. What I owe I am bound to pay. What the nation owes it is bound to pay. And payment is something very different from mere promise to pay, though you keep on repeating the promise to the end of time.

There are laws of trade just as inexorable as the laws of nature. Two and two are not five. Three times three are not ten. If we spend all that we earn, there is nothing left. If we spend more than we earn, we run into debt. When my expenses have equaled or exceeded my income, I must of course either spend less or earn more, or, what is still better, do both. Borrowed money keeps off the sheriff for to-day, but not for ever. Borrowed money, with which to pay borrowed money, lands us by and by in a place not very much like paradise. The bill recently passed by Congress, it is said by some of its friends, would not have inflated the currency. Of this I am no judge. But every body knows that it meant inflation. And the moral sense of the nation struck it like lightning. President GRANT is Gen. GRANT once more. I have never asked of him any personal favor and never expect to. But I do not like short memories. The capture of Vicksburg and the surrender at Appomattox Court House are not events of antediluvian history. If we were a little more considerate of our heroes, it might be better for us in the long run. The President's veto has been called a brave act. But doing right is not half so brave a thing as some men seem to think it. I must do the President the justice to believe that he found it very easy. He is evidently an honest man. And I think he is sufficiently sagacious to see, what some people appear to have forgotten, that in the long run honesty is the best policy. And he is the honest President of an honest people. We may be called spendthrifts, but let no man call us thieves. One word more let me say, Mr. President, and I will take my seat. If anybody imagines this veto to be a good point of departure for a new party of repudiation, I hope he will be quick about it. He cannot be too quick. He will find out what the last three commandments of the Decalogue are, and that there is good blood enough in the nation to stand by the Decalogue some time longer.

THE PRESIDENT: We have been led to think of General GRANT, as well as President GRANT, and I shall have very great pleasure in introducing now a gentleman who for four years was General GRANT's Private Secretary, and when in that position and in his private and in his subsequent course has commended himself to the confidence of the American people. Our next toast is:

"The Army."

And I take pleasure in introducing to you General HORACE PORTER. [Applause.]

ADDRESS OF GENERAL HORACE PORTER.

MR. PRESIDENT: History tells us that during the revolutionary war a fight occurred on Breed's Hill, and was called the battle of Bunker Hill, apparently because it was not fought there; and I suppose it is somewhat on a similar principle that I am called on to

respond to this toast of "The Army," because I am no longer a member of it.

When I left Washington I changed my profession. I know how hard it is to believe that persons from Washington ever change their professions. [Laughter.] But I have gone into civil life, and I suppose if I did not consent to make some response to this toast I should belie my new calling, and be considered very *uncivil*. My recollection of the army teaches me that there is a very unpleasant feature in artillery practice known as shelling out, and I feel that upon this occasion you have completely shelled me out.

But it always affords me pleasure to speak of a profession to which I feel bound by ties that are stronger than hooks of steel—by the ties of old association and deep personal affection.

It has often occurred to me that the army, if not at times positively misrepresented, is certainly often misunderstood. The arduous duties of a frontier service have kept its officers too far removed from contact with our business men to have either themselves or their profession properly understood or duly appreciated.

The army has been called intemperate, when all our prominent commanders during the war issued stringent orders banishing all liquor from the camp, and enforced them, too. The army has been called irreligious, when its officers and their wives have been the pioneer missionaries of the plains, and have carried to the untutored tribes of the forest their first knowledge of a bible and of a God. The army has been called vandal, when its own hands have built the first rude churches and school-houses which dot the distant frontier and mark the advance of civilization; when its officers have been selected to plan and construct the most chaste and beautiful of our public buildings which to-day adorn the architecture of our country. The army has been called useless to commerce, when its weary feet have trodden every step of the way from the Missouri to the Sacramento, guarding the trains of the merchant and the miner, and it has explored and protected every mile of our great trans-continental railway. And but yesterday, the first soldier in our land, who sits at the head of the nation, parried a blow aimed at commerce, which otherwise would have pierced its very heart. [Applause.] Let us look, then, rather upon the army as the sentinel on our watch-tower, and as the guardian at our doors protecting our property while we slumber.

If there have been some soldiers who have not known how to live usefully, they have at least known how to die gallantly. And what has the army done for science? For years it has kept our meteorological records; it has conducted those delicate surveys of our great national boundary lines; it has surveyed our sea-coasts and lakes; it has made all our inland scientific observations, until it now forecasts even the weather itself, and tells the farmer of the coming rain, and warns the mariner of the approaching storm. And it does more; it even furnishes us with our domestic science, and to-day there is not a head of any well-regulated family that would think of getting up in the morning without consulting "Old Probabilities,"

even in preference to his own wife, as to the propriety of wearing his new hat, or carrying his umbrella down town. [Laughter.]

The army has been called lazy. Well, let us look at the duties of an officer even in time of peace, and see whether they are calculated to foster a life of ease and comfort. Why, they are such that in time of war he wishes for peace, and in time of peace he wishes for war. One day he is turned out to check the advance of the Fenians upon Canada; again, sent to Arkansas to keep the peace and sustain the laws. Then he goes to the plains upon an Indian campaign, and from there is sent to Utah, to look after the Mormons. In midwinter he is ordered to Alaska, and in midsummer to Arizona. Let any one who thinks his life is not an active one, try it for a few years. Then, whether we have ever been directly connected with the service or not, let us always keep a warm corner in our hearts for the army. Let us honor the living, and never forget the gratitude we owe to the dead.

“ Their swords are rust,
Their good steeds dust,
Their souls are with the blest, we trust.”

THE PRESIDENT: After “The Army” comes the toast of “The Navy,” and I have great pleasure in introducing Vice-Admiral STEPHEN C. ROWAN.

It was found that Vice-Admiral ROWAN was not in the room, and General PORTER was again called upon to respond.

Gen. PORTER said:

I have been reliably informed, that one of my web-footed friends was to reply to this toast of the sister service. I should very much like to hear from an officer of that service. I don't know that I ought to say any thing upon the subject, having taxed your time so much already, but it is some satisfaction to me sometimes to stand up on land and talk about the Navy, for I am never able to stand up on a ship to talk about the Army. When I get on ship-board I am always inclined to sympathize with that man who was off the mouth of the Columbia River with me in a terrible storm. The man was very sea-sick. I did not see him; I was in another state-room, [laughter,] and when the Captain came and said, “If this storm lasts twelve hours longer, we shall all go to the bottom,” this man dragged himself to the door of his room and said: “Did you say twelve long hours yet, Captain?” [Laughter.] My feelings at sea are just the reverse of my feelings at the present time, for when I am there in the agonies of a storm, I have always so much on my mind that I never have any thing on my stomach, but after this feast I have so much on my stomach that I fear there is very little left upon my mind. [Laughter.] I said a little while ago that I had left Washington, and one of my objects in doing so was to get rid of making speeches—for I sometimes had to make

them there—but I feel very much in the condition of a class-mate of General GRANT'S. He was ordered to the Fourth Infantry in Oregon. He had to go 'round the Horn, and after several months, during which he was sea-sick all the time, he joined his regiment, but found that orders had come overland that it was a mistake, that he was assigned to the Seventh, which was in Florida. He got on board the same vessel, and went 'round the Horn again, sea-sick as before. When he got to Florida he found that his regiment's tour of duty had expired, and that it had been ordered to exchange with the Fourth, and was about starting for Oregon. He went 'round the Horn again—sea-sick all the way—and when he landed he put his head in his hand and said: "I wish I had taken my father's advice when I was a boy and gone into the Navy, so I would not have to go to sea so much." [Laughter.] Now, I wish I had remained in Washington, so that I would not have to make so many speeches. [Laughter.] I can only regret that our salt water friend is not here, and that we are deprived of the pleasure of hearing from one so distinguished in the naval history of our country. [Applause.]

The next toast—"The Press"—was responded to by Hon. ERASTUS BROOKS, as follows:

ADDRESS OF HON. ERASTUS BROOKS.

MR. PRESIDENT AND GENTLEMEN:

Before I say any thing for the profession complimented by your toast, allow me to congratulate the Chamber of Commerce upon its recent victories, both at the Federal and State capitals; at the latter by the law made for a new Court of Arbitration, asked for by the Chamber of Commerce, and adopted substantially as it came from your board. Such a court has long been one of the wishes of my heart, and a court of conciliation, founded upon equity and justice rather than upon the technicalities of courts of law, was urged by me in the Constitutional Convention of 1867-68. From such a court, presided over by Judge FANCHER, where there will be neither the law's delay nor the insolence of office, a court without material costs to clients, where parties in interest may appear in person or by counsel, where contracts may be continued in advance of their completion, and disputes avoided by reference, and all with a prompt and peaceful solution of controverted questions—I am sure nothing but good can come. All honor to the body which inspired the law, and success to those who are to administer it in the name of justice and fair play. [Applause.]

Congratulations are also due to the Chamber of Commerce for the public victories in Washington, in forcing an exposure of the most iniquitous law and practice ever witnessed in a civilized government—a law and practice that permitted, in violation of the Constitution of the United States, the seizure, holding and private use of the most sacred of all property—property forced from its owners to

the damage of lawful business, and by the boldest and most uncensured robbery ever seen in a free government. [Applause.]

The days of the JAYNES and the SANBORNS and the makers of the offensive act of Congress, I trust, will soon be numbered with the old Draconian law; for though like that not written in blood, the men who have suffered under it may truthfully say: "You do take my life when you do take the means whereby I live." Informers may no longer be found in the confidential clerks of a business house, nor officials share in the plunder they inspire, nor Congress, nor heads of departments and bureaus consent that a technical mistake, with no motive nor purpose of evil, shall steal away the product of the labor of their lives. The whole act and practice may well be defined, as in the Senate this week, as "Pernicious practices under the cover of vicious laws."

And then of the expanded currency of the country, I cannot but think that the formal, earnest, united and representative voice of the Chamber of Commerce contributed largely to secure the veto of an act of Congress, which I hesitate not to declare was the most dangerous measure of its kind passed since the foundation of the Government. [Applause.]

With such an act the law of the land, one could easily comprehend the American Revolution, when the brave men, who fought the battles of the country, were paid in a currency which served no better purpose than to cover the wounds they had received, and therefore rightly christened as "the shin plasters" of the country. So, and not long after, in Paris, in 1793, came the *assignats*, or greenbacks of the French Revolution, as stated by Victor Hugo, when—

"Wood cost 400 francs per cord—(\$80;) people could be seen in the streets sawing up their bedsteads. In the winter the fountains were frozen; two pails of water cost twenty sous; every man made himself a water-carrier. A gold Louis was worth three thousand nine hundred and fifty francs—(that is, say \$790 for 4.44.) A course in a hackney coach cost six hundred francs. After a day's use of a carriage, this sort of dialogue might be heard: 'Coachman, how much do I owe you?' 'Six thousand francs.'

"A green grocer woman sold twenty thousand francs worth of vegetables a day.

"A beggar said, 'help me, in the name of charity, I lack two hundred and thirty francs to finish paying for my shoes.'"

I am glad to know that the press of New-York, of New-England, of the Middle States, and the best of the journals of the West, have fought this monster with ungloved hands. [Applause.]

The press, indeed, could do no less. It is the oldest of our American institutions—as old, at least, as the oldest of our schools, churches and professions, older than the Constitution of the United States, older than the Declaration of Independence or the colonies, older by more than a score and a half of years than the birth of WASHINGTON, the father of his country, or of FRANKLIN, the great

printer, editor, philosopher and statesman of the past century—154 years old in Philadelphia, 170 years old in Boston, and a little less in its daily form, I believe, than 80 years in this State and city. Nearly half of this period I have known it in this city, though it was before my birth that FULTON launched the Clermont upon the East River to make the then wonderful voyage of 24 hours to the capital of the State. In all this time the newspaper has been the historian of all governments and people, of all science and art. It has seen the city expand from the few hundred between the Battery and Trinity to the million and more on the island, and the million and a half in sight of the place where we meet. It has seen the country grow from three millions to forty—from 13 Colonies to 37 States and 10 territories; from its original limited territory bounded by the Mississippi to cross the Rocky Mountains to the Pacific, adding all of Louisiana by purchase from France, all of Florida by purchase from Spain, all of Texas by annexation, all of Upper California by conquest, and all of Alaska by purchase from Russia, until to-day, the land covers over 3,110,000 square miles of territory, and 2,600 miles of United States land from the Atlantic to the Pacific, 1,300 from Maine to Florida, and an ocean coast of over 12,600 miles. There are a few living men who have seen all this growth of empire, and there are octogenarians of the press who can say,

“Quorum magna pars fui.”

[Applause.]

The President gave the following as the last of the regular toasts, and called upon Mr. ISAAC H. BAILEY, who responded in a few impromptu and humorous remarks.

“Our Wives and Sweethearts :”

“God tried his ’prentice hand on man,
And then he made the lasses O!”

The President read a letter from Hon. EDWARD YOUNG, Chief of the Bureau of Statistics, regretting that circumstances prevented his being present, and transmitting a diagram, prepared expressly for this occasion, showing the course of the carrying trade from 1821, when nearly ninety per cent. of the whole was carried in vessels of the United States, to 1873, when it declined to $26\frac{1}{3}$ per cent, while the remaining $73\frac{2}{3}$ per cent. was carried in vessels bearing the flags of foreign nations.

Mr. YOUNG offered the following sentiment, in view of this mortifying exhibit.

“May the foreign carrying trade in United States vessels be speedily restored.”

Hon. FERNANDO WOOD was to respond to this toast, but when the time arrived, it was found he had departed for his home.

Letters regretting their inability to attend the Banquet were received from U. S. GRANT, President of the United States; Hon. HAMILTON FISH, Secretary of State; Hon. WILLIAM W. BELKNAP, Secretary of War; Hon. COLUMBUS DELANO, Secretary of the Interior; Hon. GEORGE H. WILLIAMS, Attorney-General of the United States; General WILLIAM T. SHERMAN; Admiral DAVID D. PORTER; Hon. ROBERT C. SCHENCK, Envoy Extraordinary and Minister Plenipotentiary to Great Britain; Hon. ROSCOE CONKLING, of the Senate; Hon. JOSEPH R. HAWLEY, Hon. WILLIAM WALTER PHELPS, Hon. PHILIP H. CROOKE, Hon. JOHN D. LAWSON, Hon. DAVID B. MELLISH, of the House of Representatives of the United States; Hon. JOHN JAY KNOX, Comptroller of the Currency; Hon. EDWARD YOUNG, Chief of the Bureau of Statistics; Dr. HENRY R. LINDERMAN, Director of the Mint; His Excellency JOHN A. DIX, Governor of New-York; Hon. JOHN C. ROBINSON, Lieutenant-Governor of New-York; His Excellency JOEL PARKER, Governor of New-Jersey; Major-General WINFIELD S. HANCOCK; Major-General JOHN NEWTON; Hon. LEWIS B. WOODRUFF; Hon. THEODORE F. RANDOLPH; JOSEPH H. CHOATE, Esq.; GEORGE WILLIAM CURTIS, Esq.; CHESTER A. ARTHUR, Esq.; Rt. Rev. A. N. LITTLEJOHN, Bishop; Rev. RICHARD S. STORRS, D. D.; Rev. MARVIN R. VINCENT, D. D.; GEORGE JONES, Esq.; Hon. C. E. DE LONG; WILLIAM C. BRYANT, Esq.; Hon. WIRT DEXTER; Hon. ENOCH L. FANCHER; E. M. ARCHIBALD, Esq., British Consul; A. L. DE LA FOREST, Esq., French Consul; WALDEMAR BODISCO, Esq., Russian Consul; F. A. HAVEMEYER, Esq., Austrian Consul; TETSUNOSKI TOMITA, Japanese Consul.

Special Meeting, Saturday, May 23, 1874.

A special meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street, pursuant to the following requisition:

NEW-YORK, *May* 21, 1874.

WILLIAM E. DODGE, Esq.,

President Chamber of Commerce.

DEAR SIR:

The undersigned, members of the Chamber of Commerce, respectfully request you to call a special meeting of the Chamber for Saturday next, the 23d instant, at one o'clock, P. M., to elect a Commissioner of Pilots, in place of Mr. GEORGE W. BLUNT, whose term of service will then expire.

Your obedient servants,

(Signed,) CHARLES DENNIS,
CHARLES BUTLER,
JAMES W. ELWELL,
D. COLDEN MURRAY,
JOHN C. GREEN,

L. B. WYMAN,
WILLIAM H. FOGG,
DANIEL DRAKE SMITH,
WILLIAM C. GILMAN,
SAMUEL HARDING,
GEORGE A. JARVIS.

PRESENT.

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The President announced the object of the meeting to be the election of a Commissioner of Pilots, in place of Mr. GEORGE W. BLUNT, whose term of service had expired, and that it was in order for the members to nominate a candidate to fill the vacancy.

ELECTION OF A COMMISSIONER OF PILOTS.

Mr. SINCLAIR TOUSEY nominated Mr. GEORGE W. BLUNT for re-election.

A ballot was then taken, and resulted in all the votes being cast for Mr. BLUNT; the President thereupon declared him to be unanimously re-elected a Commissioner of Pilots to serve the term expiring May 23, 1876.

The Chamber then adjourned.

Monthly Meeting, Thursday, June 4, 1874.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE OPDYKE, *First Vice-President.*

WILLIAM M. VERMILYE, *Second Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the annual meeting, held May 7th, and of the special meeting, held May 23d, were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. SOLON HUMPHREYS, Chairman of the Executive Committee, reported the following named candidates for membership :

Nominated by

JOHN H. CLARK,
 GEORGE E. DODGE,
 NORMAN W. DODGE,
 JAMES HENRY,
 HENRY HERRMAN,
 JOSEPH S. LOWREY,
 JAMES MCCREERY,
 JOHN H. STARIN,
 SAMUEL B. H. VANCE,

CHARLES MALL.
 ELLIOT C. COWDIN.
 ELLIOT C. COWDIN.
 D. B. DEARBORN.
 JOHN AUSTIN STEVENS, Jr.
 ELLIOT C. COWDIN.
 JOHN AUSTIN STEVENS, Jr.
 APPLETON STURGIS.
 ELLIOTT F. SHEPARD.

These gentlemen were, on one ballot, unanimously elected members of the Chamber.

RESOLUTIONS.

Mr. GEORGE OPDYKE stated that he had prepared, at the request of the Executive Committee, a preamble and resolutions in regard to the renewal by the United States of reciprocal relations with the Dominion of Canada, which he offered as follows :

Whereas, A general desire has been expressed, both in Canada and in the United States, that greater freedom of commercial intercourse should exist between the two countries ; and whereas, preliminary negotiations have already been entered upon to secure this end by means of a new reciprocity treaty ; and whereas, this Chamber is now, as it ever has been, the earnest advocate of all measures designed to facilitate and cheapen the interchanges of commerce ; and whereas, it is specially desirable, on political as well as economic grounds, that all unnecessary hindrances should be removed from the commercial intercourse between the United States and the great Dominion, which bounds our northern border for thousands of miles ; and whereas, the only feasible method of securing this beneficent end is through a reciprocity treaty, grounded on just and liberal principles, of which this Chamber has long been the earnest advocate ; therefore,

Resolved, That we strongly recommend the proper authorities at Washington to enter into such treaty stipulations whenever the Canadian authorities may be found ready to meet them on a basis of perfect fairness and equity. The benefits derived from the perfect freedom of commercial exchanges among the several States of our Union, gives an earnest of the material advantages that will enure to both parties under the proposed treaty ; and it is believed that it cannot fail to prove a lasting bond of peace and friendship between two neighbors and kindred peoples.

Resolved, That copies of these resolutions, duly verified by the officers of this Chamber, be forwarded to the President of the United

States, to the Secretary of State, and to our Senators and Representatives in Congress.

The preamble and resolutions were unanimously adopted as the sense of the Chamber.

The Secretary submitted the following resolution, on behalf of Mr. SAMUEL B. RUGGLES, who was necessarily absent :

Resolved, That in view of the importance of uniting and harmonizing the opinion and the action of the different commercial bodies of the City and State of New-York on the subject of cheapening transportation by canals and railways, this Chamber will now appoint a Special Committee on Canal and Railway Legislation, to consist of five members, to take into consideration any measure of legislation, State or national, seeking to promote this very desirable object, which committee is hereby empowered, in behalf of the Chamber, to correspond with the public authorities, State or national, and also to confer and co-operate with any similar committees to be appointed by any other commercial bodies of this City or State, and are directed to report from time to time their proceedings to this Chamber for its approbation.

The resolution was unanimously adopted, and the following named gentlemen were appointed by the President to constitute the Committee :

SAMUEL B. RUGGLES,
GEORGE OPDYKE,

A. A. LOW,
JOHN TAYLOR JOHNSTON,
JAMES S. T. STRANAHAN.

Mr. JOHN AUSTIN STEVENS, Jr., offered the following resolutions :

Resolved, That the Honorable the Senate and House of Representatives of the United States are earnestly requested to direct the holding of sessions during the coming recess of their respective Finance and Ways and Means Committees for the revision of the revenue laws, in order that, while the amount of revenue now collected shall not be diminished, the collection of the same may be simplified by a change from ad valorem to specific duties wherever practicable, and by such alterations in the classification of merchandise as may be found desirable.

Resolved, That the Committee of the Chamber on Foreign Commerce and the Revenue Laws be and are hereby instructed to consult with the Boards of Trade of Boston, Philadelphia and Baltimore as to the best manner of arriving at such change in the revenue laws, and for the devising of a complete revised tariff, for submission to the before named Committees of the Senate and House of Representatives, should Congress, in its wisdom, see fit to direct their session.

On motion of Mr. AMBROSE SNOW, the second resolution was amended, to include the duty of urging measures upon Congress for the restoration of our foreign commerce, and the reference of the whole subject to a Special Committee of five, to be named by the Chair.

The resolutions thus amended were adopted, and the President appointed the following named gentlemen to comprise the Committee :

JOHN AUSTIN STEVENS, Jr.,	JAMES W. ELWELL,
GUSTAV SCHWAB,†	AMBROSE SNOW,
CHARLES H. MARSHALL.	

The President gave notice that the regular meetings of the Chamber for the months of July, August and September would be suspended according to custom, but that special meetings could be called at any time on the requisition of ten members, should circumstances warrant it.

COMMUNICATIONS.

A communication was read from Hon. JOHN A. KING, a member of the State Senate, dated Great Neck, L. I., May 26, 1874, acknowledging receipt of a copy of the resolution adopted by the Chamber on the 7th May, in recognition of the services rendered by him in securing the passage by the Legislature of the Arbitration Act. Communications were also received from Hon. SMITH M. WEED, dated Plattsburgh, N. Y., June 1, 1874, and from Hon. L. BRADFORD PRINCE, dated Flushing, L. I., June 3, members of the Assembly, acknowledging receipt of a copy of the same resolution. All of which were ordered to be placed on file.

A communication was read from the New-York Cheap Transportation Association, dated New-York, May 26, 1874, asking the appointment of a Committee by the Chamber to confer and co-operate with a Committee of the Association and other commercial bodies, for the improvement of transportation and terminal facilities.

The communication was referred, with power, to the before named Committee on Canal and Railway legislation.

After transacting the business before the Chamber, the President

alluded in appropriate and feeling terms to the decease of the following named members during the past month:

FRANCIS M. FRENCH, died May 5, aged 78.

ISAAC SMITH HOMANS, died May 23, aged 66, Secretary of the Chamber from May, 1858, to June, 1862.

WILLIAM M. HUNNIFORD, died May 25, aged 57.

CHARLES L. ANTHONY, died May 26, aged 55.

ISAAC GREEN PEARSON, died May 31, aged 84, and in the 50th year of his membership.

It was ordered that the Secretary make a minute on the records of the Chamber of the death of the above named members.

The Chamber then adjourned.

Monthly Meeting, Thursday, October 1, 1874.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE OPDYKE, *First Vice-President.*

WILLIAM M. VERMILYE, *Second Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the last meeting were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. WILLIAM M. VERMILYE, on behalf of the Executive Committee, reported the following named candidates for membership:

<i>Nominated by</i>	
BENJAMIN P. BAKER,	JOHN F. HENRY.
ANTOINE BARRY,	JOHN AUSTIN STEVENS, Jr.
EUGENE R. DURKEE,	JOHN F. HENRY.
WILLIAM DURYEA,	JOHN F. HENRY.

FRANKLIN EDSON,
NATHANIEL FISHER,
JOHN H. KEMP,
FERDINAND LAWRENCE,
FRANCIS B. THURBER,
GEORGE L. TRASK,

JOHN F. HENRY.
F. P. FITTS.
JOHN F. HENRY.
WILLIAM E. DODGE.
JOHN F. HENRY.
JOHN F. HENRY.

These gentlemen were, on one ballot, duly elected members of the Chamber.

There were no reports from other Standing Committees.

The President stated, that at the request of several of the members, he had invited Prof. BONAMY PRICE, of Oxford University; England, to be present at the meeting and present his views on "Financial Crises and their Causes."

The Professor, on being introduced by the President, addressed the Chamber at length on this subject; and on concluding, the following resolution, offered by Mr. JAMES S. T. STRANAHAN, was unanimously adopted:

Resolved, That the thanks of this Chamber are due and are hereby tendered to Prof. PRICE for his interesting and instructive address on the subject of Financial Crises and their Causes.

The Chamber then adjourned.

OPENING OF THE COURT OF ARBITRATION.

THURSDAY, OCTOBER 15, 1874.

A formal opening of the Court of Arbitration, established by an Act of the Legislature, passed April 29, 1874, was had this day, at 2 o'clock, P. M., at the Rooms of the Chamber of Commerce, No. 63 William-street.

A large number of merchants, bankers, ship-owners and members of the legal profession were present on the occasion.

Hon. WILLIAM E. DODGE, President of the Chamber of Commerce, occupied the chair, and at his side was seated the Arbitrator, Hon. ENOCH L. FANCHER.

Mr. DODGE, in a few appropriate remarks, introduced Judge FANCHER, who addressed the meeting as follows:

ADDRESS OF HON. ENOCH L. FANCHER, THE ARBITRATOR OF THE
CHAMBER OF COMMERCE.

GENTLEMEN,—In entering upon the duties of Arbitrator of the Chamber of Commerce of the State of New-York, I cannot refrain from expressing the high sense which I entertain of the responsibility and usefulness of the office; and I feel called upon, at the same time, to return to the President and other officers, and many distinguished members of the Chamber, my sincere thanks for the kindness and heartiness with which they have encouraged my acceptance of the position.

Not only the members of the Chamber, but the merchants and men of commercial pursuits in the City of New-York, are to be congratulated upon their opportunity to establish a Court of Arbitration, with sufficient powers, such as are conferred by the Act of the Legislature, lately passed at the instance of the Chamber. Their perception of the necessity for such a law, and their sagacity in securing it, with such ample provisions, are worthy of the reward which would result from the successful operation of the Court.

It was remarked by an English historian, that among a people who lived in so simple a manner as the early Anglo Saxons, the judicial power was of more consequence than the legislative. It may be said even now that the highest civilization would recede into barbarism if the judicial power were destroyed. It is one of the chief supports of a free state.

Liberties are secured not alone by swords, or constitutions and laws, but as well by the inestimable right of having civil controversies determined in the local tribunals of the people. Among the causes that contributed to the continual rise of the liberties of England, we find nothing that arrests attention more than the judicial system of the nation, and their marked regard for the unfolding principles of the common law. The jurisprudence of the kingdom soon became a science, rather than an art, though it borrowed little from the writings of philosophers or the institutions of other countries. An ancient English law-book would be considered very dry reading by a philosopher, yet such a book sets forth rules and principles by which public and private rights are maintained with more vigor than by the words of a philosopher.

The steady attachment of the English nation to their laws and usages, combined with the impartial administration of them through their courts of justice, must be considered as among the chief causes of their greatness. An eminent part of their judicial system was the trial by jury. This was founded on the conviction that the freemen of the vicinage were the best judges of its civil controversies. Our modern form of jury trial is not the work of a single age. It is the growth of centuries. As far back as Domesday Book we find the trace of our common expression of suitors putting themselves upon the country, which means the trial by jury. It has proved to be one of the strongest ramparts which civilization has erected against the overthrow of freedom and self-government. It has also

upheld the scales of justice with its supporting arm ; but it would be too much to claim that its verdicts were always right and in accordance with reason.

Our own system of jurisprudence, it is well known, was derived from England. The jurisdiction and method of proceeding in our courts have their patterns there. It has, on this account, become a matter of deep interest for us to study the character and practice of the English courts.

But our republican institutions, which are molded by the will, and maintained for the benefit of a free people, are more imbued with the spirit of freedom, and the principles of justice, than are those of England. We have no courts demanding fines to enter.

Our courts, it is true, are sufficiently encumbered with forms, but they are free tribunals of the people. The meanest citizen may, without fine or hindrance, implead there, the highest and proudest of the land. They are everywhere accessible, and there are no feudal usages to abate their power or limit their influence.

We have retained the right of trial by jury. Our modern liberty and civilization could not dispense with it. But it is avowedly fit only in certain cases. It is freely admitted, that very many controversies and questions, continually litigated, cannot appropriately be tried, and are not, by the practice of our courts, tried by a jury. The issue is withdrawn from them and sent to a Referee for trial, whenever the examination of a long account is involved. So, also, the numerous cases of an equitable nature, which are the subject of chancery cognizance, are not tried before the jury, but by a single judge.

In all commercial communities such cases are of frequent occurrence. So that the jury, as a useful institution in the service of our courts, is not competent to try many of the issues arising in everyday litigation. There are so many detriments and dangers in the process, that it is a doubtful question whether the trial of commercial cases before a jury is generally attended with advantage. The jury take no notes of testimony. They have to rely on the ephemeral impressions it may make on their minds, or upon their imperfect recollections of what the witnesses have sworn to. They are never judges of the law, but must apply to the case, as best they can, such rules of law as are orally stated to them by the judge. Their deliberations are, frequently, a burlesque on the word ; for, often heated discussions and violent disputes take the place of deliberation. Corporations, men of wealth, and other suitors, have had frequent occasion to deprecate the conduct of juries. In many cases it is found necessary that the judge warn them against the influence of popular feeling, or the bias of private predilection.

I suppose you have heard of the man who came home to explain his long absence to his wife, by complaining that he had met with eleven most obstinate jurors, who would not be persuaded by his arguments, and prevented any verdict being returned.

There is a more serious difficulty than the incompetency of juries, that afflicts the commercial community in regard to its litigation. It is the evil of delay. Suits cannot be determined with dispatch.

The day of controversy has been long past when the trial takes place in our courts. The witnesses, if not dispersed or dead, come to the trial with faded memories. The rights of parties are kept in abeyance. The "law's delay" operates as a denial of justice. There are many controversies which, if they cannot be decided at or near the time of their occurrence, can never be decided at all so as to administer complete justice. No speedy trial can now be had in our high courts, though the question be urgent and the interest important. Thousands may be involved in the result, but the case must pass through the slow stages of proceeding, like any case of trivial consequence. The most skillful musician cannot make harmonious melody, unless the struck lute-string instantly respond to his touch. The most competent judge cannot utter a decision that shall recompense an injustice, unless the redress he decrees speedily follow the commission of the wrong.

Efforts have been made to do away with the law's delay in the United States, in England and in other lands. One of the methods proposed is the Court of Arbitration.

LORD BROUGHAM and other leading statesmen attempted to introduce the Court of Arbitration in England. They met with opposition chiefly from barristers educated in old precedents, who loved the musty, dilatory and profitable forms of the law courts. In Prussia, in Denmark and other States on the Continent, such courts have long existed. Wherever they have been tried they have proved most beneficial to the people. The number of cases decided by them has increased year by year, and the interests involved transcend computation. Fifteen years ago it was already recorded of these courts, that "the statistics of those countries where these peculiar courts exist prove their beneficial results. The number of cases decided, as well as the amount of property upon which they have decided, is surprisingly large."

"The amount of property at stake thus taken out of the court of law to the Court of Arbitration has been enormous. The establishment of Courts of Arbitration has produced a signal decrease of litigation and diminution of expenses." Such is the testimony to the value of these courts in countries where their utility has been proved.

The statutes of New-York have made certain provisions intended to sanction and regulate arbitrations; and they are sometimes resorted to for the settlement of disputes. But that section of the statute which authorizes either party to revoke the submission at any time before the publication of the award, has had the effect to discourage statutory arbitrations; for the party likely to be defeated in the controversy is most generally shrewd enough to judge from the course of the trial or the character of the evidence what the award will probably be; and, to avoid it, he revokes the submission. No such temptation or opportunity to avoid the decision is held out to parties in the new Arbitration Act which the last Legislature granted to the Chamber of Commerce. Under that act, when the submission has been made, a party cannot render the trial abortive by withdrawing from the submission. He must abide by the

award ; and suitable provision is made for filing it with the County Clerk, and clothing it with the power that belongs to the judgment of a court of record. It may also be enforced by execution, and thus full power and effect are given to all the proceedings of the Arbitration Court. So far as the form of the act is concerned, we may, with confidence, appeal to its well considered provisions as comprising a perspicuous and comprehensive plan for the operation of an efficient Court of Arbitration.

The passage of this law by the Legislature was a timely act. The day has already arrived when the multifarious affairs and increasing business of the great commercial emporium which the City of New-York has become, give rise to controversies that overburden our courts. Mercantile interests are peculiarly liable to suffer when the avenues of justice are obstructed. Men engaged in commercial pursuits have frequent occasion to resort to some authoritative tribunal to settle their transactions, and expedition is often requisite to a complete remedy. The merchant whose goods *in transitu* or in warehouse are improperly attached or claimed by another, desires that the claim may be speedily tried. He wants the control of his goods while they are marketable. The ship-owner, whose vessel is seized, or the master of which is sued, cannot afford to wait the long process of a law suit. He had better buy his peace at the sacrifice of justice. The insured, whose property has been lost by perils of the sea or by fire, cannot endure to have his business suspended for years until it can be determined whether his losses are to be recovered. He desires to resume his trade. The banker, in the course of a single day, may have his thousands locked up by transactions, which a judicial decision alone can set free. He deprecates nothing more than delay. In short, the exigencies of trade in this great city require the establishment and operation of a court of competent authority, where controversies can be tried and determined summarily. Trade demands and receives its sufficient supply of capital, its marvelous facilities of transportation, its inventions for lightening labor ; it employs ships, and wharves and warehouses with all their appliances and improvements ; why should its operations be restricted for want of a forum where its unavoidable disputes can be readily determined ?

If after due consideration by the Chamber it be thought best, they may, perhaps, seek from the ensuing Legislature an amendment of the law, so that an appeal will lie directly to the Court of Appeals from any decision of the Arbitration Court, where the interests involved exceed some specified amount. This would be in the opinion of many a most desirable amendment ; for so soon as it shall be obtained, any suitor in the Arbitration Court may be sure of a final decision by the highest judicial authority of the State, in much less time than he could have his case heard in the first instance in one of our superior courts of law.

When such a consummation can be achieved, what a victory will be won over the discouragements and delays of litigation ! Exemption will then be secured from the burdensome expenses and the wearisome waiting, which now deplete the purse and exhaust the patience of so many litigants.

The administration of justice by means of a Court of Arbitration will open a new epoch in the history of New-York. If such a court shall secure popular favor here, as it has done in other lands, commercial interests will to some extent be relieved from the paralyzing effects that flow from the expensive and tardy proceedings of our established courts. Those courts, themselves, can afford no sufficient relief, for they will be more and more crowded. Cases there must multiply with our ever-increasing population and business.

It is one of the highest problems of political philosophy to devise methods for the safe and speedy administration of justice. Any method to be effective must command public confidence. The Court of Arbitration is not a novel expedient, but it is one already tried, and it is recommended by the approval of those who have witnessed its operation in other countries. We are a progressive people, and the new stages of our advance require that even systems of antiquity should yield room for progress.

One characteristic of American liberty that distinguishes it from the English polity, is, that we readily amend our constitutions and formulas to adapt them more perfectly to the varying interests of the people. We have demonstrated as a practical reality, the union of self-government with an efficient administration of the law; but we are not free from the danger of defeating justice by the growing evil of its delays. Much truth was compressed in a short sentence by a German author, when he said: "Liberty is nothing else than justice." If we would secure the blessings of our political inheritance we must guard against the evil of the law's delay. Wrongs should not be suffered to outrun the steps of timely redress. To provide a method for the convenient and speedy trial and decision of certain cases, the Legislature have authorized the Chamber of Commerce to establish its Arbitration Court.

Let us do what we can to make it a tribunal where justice shall be administered with honesty, capability and expedition.

Addresses were also delivered by Hon. ERASTUS BROOKS, Messrs. DAVID M. STONE, ELLIOTT F. SHEPARD, DAVID DUDLEY FIELD, SIMEON B. CHITTENDEN, LUTHER R. MARSH and JOSEPH C. JACKSON.

At the close of the proceedings the meeting adjourned.

Special Meeting, Tuesday, October 20, 1874.

A special meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street, pursuant to the following requisition:

NEW-YORK, October 16, 1874.

Hon. WILLIAM E. DODGE,

President Chamber of Commerce :

SIR,—We, the undersigned members of the Chamber of Commerce, respectfully request you to call a special meeting of the Chamber for Tuesday, October 20, at one o'clock, P. M., for the purpose of considering and recommending the adoption of the amendments to the Constitution of this State.

Your obedient servants,

(Signed,)	GEORGE OPDYKE,	HENRY F. SPAULDING,
	JOHN F. HENRY,	ROYAL PHELPS,
	THEO. CURRAN,	WM. BUTLER DUNCAN,
	SAMUEL B. RUGGLES,	SOLON HUMPHREYS,
	PETER COOPER,	JOHN T. TERRY,
	BENJAMIN B. SHERMAN,	B. P. BAKER,
	ABRAM S. HEWITT.	

PRESENT.

WILLIAM E. DODGE, *President.*GEORGE OPDYKE, *First Vice-President.*WILLIAM M. VERMILYE, *Second Vice-President.*FRANCIS S. LATHROP, *Treasurer.*GEORGE WILSON, *Secretary.*

And a quorum of members.

Hon. ERASTUS BROOKS was present by invitation.

The President addressed the Chamber briefly on the object of the meeting.

RESOLUTIONS.

Mr. JOHN F. HENRY offered the following preamble and resolutions, and moved their adoption :

Whereas, The proposed constitutional amendments which have been carefully prepared by a convention of distinguished and experienced citizens, chosen without distinction of party, and adopted by two successive Legislatures, are to be submitted to the people for final ratification at the coming election, and are of the utmost importance to all our commercial and business interests ; and

Whereas, The changes of the past twenty years have rendered the amendments now pending a matter of necessity to all business men, manufacturers, producers, tax payers, and to all classes and parties ; and as, notwithstanding the immediate personal interest every man has in these amendments, there is great danger that they may be lost by the indifference of the people to questions where there is neither political power nor patronage ; be it therefore

Resolved, That it is our duty to use our influence, and to induce others to put forth their best efforts, to ensure their adoption.

Resolved, That a Committee of five members of the Chamber be appointed to confer with other bodies, for the purpose of bringing these amendments to the notice of the public and procuring their adoption; and also to provide means to secure the distribution of tickets at the various polling places on election day.

Addresses on the importance of securing a favorable vote on the pending amendments to the State Constitution were delivered by Hon. GEORGE OPDYKE, Hon. ERASTUS BROOKS, members of the Constitutional Commission, and by Messrs. JOHN F. HENRY and FRANCIS B. THURBER.

The President then put the question on the adoption of the preamble and resolutions, offered by Mr. HENRY, and they were unanimously adopted.

The following named gentlemen were appointed by the President the Committee under the above resolution:

FRANCIS B. THURBER,	GEORGE OPDYKE,
JOHN F. HENRY,	ROYAL PHELPS,
WILLIAM BUTLER DUNCAN.	

THE DEATH OF MR. JOHN A. STEVENS.

Mr. OPDYKE called the attention of the Chamber to the death of Mr. JOHN A. STEVENS, one of the oldest of its members, and for several years—from 1827 to 1832—its Secretary. Mr. STEVENS was for more than half a century one of the leading merchants of this city, and for a quarter of a century at the head of one of the largest banking institutions, and as such prominent in the financial affairs of the nation.

Mr. OPDYKE, in view of the long and valuable services to the community of Mr. STEVENS, and his unbroken connection with this institution for over fifty years, moved that the Chamber attend the funeral on Friday morning, from the University Place Presbyterian Church, (Rev. Dr. BOOTH,) at 10 o'clock.

This motion was unanimously adopted, and on the suggestion of Mr. WILLIAM M. VERMILYE, Mr. OPDYKE was requested to prepare a minute for the records of the Chamber.

The Chamber then adjourned.

Monthly Meeting, Thursday, November 5, 1874.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the last regular meeting, held October 1st, and of the special meeting, held October 20, were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. GEORGE OPDYKE, on behalf of the Executive Committee, reported the following named candidates for membership :

	<i>Nominated by</i>
WILLIAM E. BOORAEM,	WM. M. FLIESS.
GEORGE N. CURTIS,	JOHN F. HENRY.
JEREMIAH CURTIS,	JOHN F. HENRY.
GEORGE F. GANTZ,	F. B. THURBER.
JOSEPH GOLDMARK,	JOHN F. HENRY.
ADOLPH HALLGARTEN,	JOHN F. HENRY.
DARWIN R. JAMES,	JOHN F. HENRY.
WILLIAM F. KIDDER,	JOHN F. HENRY.
GEORGE A. MERWIN,	F. B. THURBER.
CHARLES F. SANBORN,	JOHN F. HENRY.
FREDERICK A. SCHROEDER,	JOHN F. HENRY.
WOODRUFF SUTTON,	AMBROSE SNOW.
FREDERICK D. TAPPEN,	W. M. VERMILYE.
GEORGE THOMAS,	JOHN F. HENRY.
WILLIAM H. WILEY,	JOHN F. HENRY.

These gentlemen were, on one ballot, duly elected members of the Chamber.

The following named gentlemen, on the recommendation of the Executive Committee, were unanimously re-elected delegates to

represent the Chamber at the meetings of the National Board of Trade, until October 2, 1875 :

WILLIAM E. DODGE,
GEORGE OPDYKE,

JAMES S. T. STRANAHAN,
SIMEON B. CHITTENDEN.

RESOLUTIONS.

Mr. OPDYKE, to whom was referred, at the special meeting of the Chamber, on the 20th ult., the preparation of a minute in regard to the death of Mr. JOHN A. STEVENS, reported the following :

Our venerable and esteemed associate, JOHN AUSTIN STEVENS, after a long life of distinguished usefulness and honor, has been gathered to his fathers. He died on the 19th ultimo, in the eightieth year of his age, having been born in this city on the 22d of January, 1795.

When death thus enters our circle of membership, and takes from it one of its brightest ornaments, it is alike customary and proper to enter upon our minutes a brief record of the life and virtues of the deceased.

Mr. STEVENS was of distinguished parentage. His father, General EBENEZER STEVENS, was one of the volunteers who threw the tea overboard at Boston, and who subsequently became the leading artillery officer in the army of the revolution, in which capacity he rendered services of the highest value to our country, and thus contributed largely to the ultimate success of our cause. At the close of the war General STEVENS embarked in the foreign commerce of this city, in which new vocation he again achieved eminent success.

Our late associate, JOHN AUSTIN STEVENS, was graduated with distinction at Yale College in 1813, where he had been preceded by three elder brothers. The learning and mental training thus acquired in his collegiate course were not thrown away, but diligently used in after life as instruments to extend his knowledge. He was a good *belles-lettres* scholar, well versed in the various sciences, and took an active part in all questions of public interest. He was also a clear and forcible speaker, though his calling as a merchant gave him few opportunities to exercise that gift. In the year 1818 he became a partner in his father's house. The long career and high character of that firm are well known to our older members. He was from its foundation, and for a long period thereafter, the president of the Merchants' Exchange. He became a member of this Chamber March 7, 1820, leaving behind him but one surviving member of so long a date. In 1827 he became Secretary of the Chamber, which position he held until 1832.

To the present generation Mr. STEVENS is best known as the President of the Bank of Commerce, a position which he held from 1839 until 1866, when he voluntarily retired, from the approaching infirmities of age. It was in that position and as a member of this

Chamber that circumstances developed his sterling qualities of head and heart.

When the Southern rebellion suddenly burst upon us, the President of the United States promptly issued his proclamation asking for 75,000 volunteers. In that moment of alarm and indecision, the Chamber, true to its patriotic record, called a special meeting to pledge its best efforts to sustain the government. At that meeting Mr. STEVENS was, as usual, at his post of duty, and took an active and earnest part in the proceedings, the firm and patriotic tone of which aided greatly in stimulating and consolidating the loyalty of the North. It was at once foreseen that the war must entail prodigious outlays of money, of which this city must furnish a larger share. The Secretary of the Treasury promptly made his appeal for financial aid to the banks of this and neighboring cities. The position of the Bank of Commerce of this city, as the largest, the strongest in credit, and most conservative in action of all our banking institutions, rendered it necessary that its managers should take a leading part in deciding what response should be made to the application of the government. Accordingly, Mr. STEVENS, its president, was made chairman of the Committee of the Banks of New-York, Boston and Philadelphia, which assembled here in August, 1861, to consider and act upon the application of the government for a loan of \$50,000,000. Fortunately for our country and its financial strength, Mr. STEVENS proved to be the right man in the right place at that critical moment. His courage, wisdom and patriotism were equal to the occasion. He strongly advocated the taking of the loan, as he did two subsequent loans of equal amount. In this patriotic action he was warmly sustained by all the directors of that leading bank, including its cashier, Mr. VAIL, and also by his associates on the committee. It is not too much to say that this prompt, bold and sagacious action of the banks, in which Mr. STEVENS was admitted to be the leading spirit, was a master stroke of financial policy, which preserved the credit of the government, and aided greatly in preserving the Union.

In all relations of life Mr. STEVENS manifested the best type of true manhood. As a merchant, he was high-toned and of spotless integrity; as a banker, well versed in the principles of finance, and sagacious in its practical operations; as a citizen, public spirited, patriotic, benevolent; as a friend, warm-hearted and sincere; as a man, adorned with many virtues, including that best of all gifts—religious faith and practice.

On motion of Mr. JAMES M. CONSTABLE, the minute was unanimously adopted, and an engrossed copy of the same, duly authenticated by the officers of the Chamber, was ordered to be transmitted to the family of the deceased.

Mr. GUSTAV SCHWAB adverted to the death of Mr. LEOPOLD VON BIERWIRTH, long an active and influential member of the Chamber, and offered the following resolutions:

Resolved, That the Chamber of Commerce have heard with sincere sorrow of the death of Mr. LEOPOLD VON BIERWIRTH, an event by which they have lost one of their oldest and most active members, whose memory will be dear to all who have had the pleasure of knowing him during his long and honorable career as a merchant of this city, as a man of the purest character, of the most elevated purposes, of a penetrating and enlightened mind, and of untiring devotion to the interests of his fellow men.

Resolved, That the records of this Chamber bear abundant testimony to his lively interest in all good works prosecuted by this body; and that his reports on questions submitted to him, such as on the exemption of private property from capture at sea, on matters of emigration, and kindred subjects, will for ever testify to the valuable services he has rendered to his fellow citizens.

Resolved, That the warmest sympathies of the Chamber are hereby tendered to his family in their bereavement.

Resolved, That these resolutions be entered on the records of the Chamber and published, and that an engrossed copy, duly authenticated, be transmitted to the family of the deceased.

After a few appropriate remarks by the President in support of these resolutions, they were unanimously adopted.

Mr. AMBROSE SNOW offered the following resolution:

Resolved, That in behalf of commerce this Chamber does respectfully ask the Light House Department to cause the iron buoys of the harbor to be retained in their positions during the coming winter.

This resolution, after some discussion, was referred, with power, to the Committee on the Harbor and Shipping.

Mr. SNOW offered the following preamble and resolution:

Whereas, This Chamber is informed by the Pilot and Harbor Commissioners that the present power of said Commissioners is inadequate to prevent daily depredations upon the waters of this harbor; therefore,

Resolved, That a Committee of three be appointed by this Chamber to investigate the matter, and report at its next meeting such suggestions as seem best relative to legislation, with a view to a more perfect protection of the great interests involved.

The preamble and resolution were unanimously adopted, and the

President appointed the following named gentlemen as the Special Committee :

JOHN D. JONES,

GEORGE OPDYKE,

A. A. LOW.

Mr. WILLIAM E. DODGE, Jr., moved that Prof. BONAMY PRICE, of Oxford University, England, be invited to give his views more fully on the subject of finance, in the form of a lecture before the members of the Chamber and the public generally, at such time and place as may be convenient for him to do so.

The motion was unanimously adopted, and the Secretary was instructed to transmit the invitation to the Professor, and make the necessary arrangements for the lecture.

COMMUNICATIONS.

A communication was read from the American Cheap Transportation Association, dated Troy, N. Y., October 14, 1874, and signed by JOSEPH QUINCY, President, and R. H. FERGUSON, Secretary, inviting the Chamber of Commerce to send a delegation of five to attend the Second Annual Meeting of the Association, to be held at Richmond, Va., on Thursday, the first day of December next.

On motion of Mr. JOHN F. HENRY, the invitation was unanimously accepted, and the President was authorized to appoint the delegation.

The President thereupon named

JOHN F. HENRY,

EUGENE R. DURKEE,

WILLIAM H. FOGG,

GEORGE OPDYKE,

JAMES S. T. STRANAHAN,

to comprise the delegation.

On motion of Mr. OPDYKE, power was given the delegation to fill vacancies.

A communication was read from the Seamen's Protective Association, dated New-York, October 6, 1874, and signed by W. T. THOMS, President, and J. F. WELD, Secretary, asking a conference with the members of the Chamber in regard to the best means of remedying the demoralized condition of the merchant service.

The communication was referred for consideration to the Committee on Foreign Commerce and the Revenue Laws.

The Chamber then adjourned.

Monthly Meeting, Thursday, December 3, 1874.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the last meeting were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. SOLON HUMPHREYS, Chairman of the Executive Committee, reported the following named candidates for membership:

Nominated by

BERNARD L. ACKERMAN,
WILLIAM H. APPLETON,
JAMES S. BARRON,
JOHN S. BEECHER,
GEORGE BROWN,
WALDRON P. BROWN,
BRENT S. H. GOOD,
CHARLES C. KROSS,
FRANCIS H. LEGGETT,
CHARLES MCK. LOESER,
JOHANNES LIENAU,
ANGELO L. MYERS,
FRANCIS P. OSBORN,
JAMES F. PENDERGAST,
CHARLES T. PIERSON,
RICHARD G. RADWAY,

FRANCIS B. THURBER.
HENRY F. SPAULDING.
BENJAMIN P. BAKER.
WILLIAM M. FLIESS.
JOHN H. KEMP.
JAMES M. BROWN.
JOHN F. HENRY.
WILLIAM M. FLIESS.
FRANCIS B. THURBER.
WILLIAM M. FLIESS.
WILLIAM M. FLIESS.
WILLIAM M. FLIESS.
WILLIAM M. FLIESS.
SOLON HUMPHREYS.
ELLIOTT F. SHEPARD.
JOHN F. HENRY.

Nominated by

GEORGE H. ROBINSON,
 ROBERT H. ROUNTREE,
 EDWARD R. SATTERLEE,
 HENRY G. SCHMIDT,
 TIMOTHY STEVENS,
 WILLIAM W. THOMAS,
 IRA E. THURBER,
 LAWSON VALENTINE,
 LOUIS WINDMULLER,
 CHARLES F. WREAKS,

WILLIAM E. DODGE.
 BENJAMIN P. BAKER.
 G. FRANCIS OPDYKE.
 WILLIAM M. FLIESS.
 WILLIAM M. FLIESS.
 FRANCIS B. THURBER.
 FRANCIS B. THURBER.
 GEORGE C. MAGOUN.
 HENRY E. MORING.
 FRANCIS S. LATHROP.

These gentlemen were, on one ballot, duly elected members of the Chamber.

Mr. HUMPHREYS reported the following resolution, which was unanimously adopted :

Resolved, That a Special Committee of three be appointed by the Chair to consider and report to the Chamber, at an adjourned meeting, to be held on the 17th inst., such amendments to the Arbitration Act as may be deemed desirable, accompanied by a memorial for presentation to the Legislature at the opening of the session in January next.

The President appointed the following named gentlemen the Committee authorized by the above resolution :

ELLIOTT F. SHEPARD, JAMES W. ELWELL,
 JOSEPH SELIGMAN.

REPORTS OF SPECIAL COMMITTEES.

Mr. A. A. Low, on behalf of the Special Committee appointed at the last meeting of the Chamber to investigate and report upon the sufficiency of the powers of the Pilot and Harbor Commissioners to prevent depredations upon the waters of the Harbor of New-York, submitted the following report, which was unanimously adopted, and ordered to be printed for the use of the members :

To the Chamber of Commerce :

Your Committee, to whom was referred the resolution of the Chamber to investigate the "sufficiency of the powers of the Pilot and Harbor Commissioners to prevent depredations upon the waters of the Harbor of New-York," respectfully report :

That the Act of the Legislature to establish regulations for the Port of New-York, passed April 16, 1857, and the amendments thereto, forbid the captain, mate, or any person on board of any steamboat, to throw into the waters of the Port of New-York, below Spuyten Duyvil Creek, on the Hudson River, or below Throgg's Point, and inside of Sandy-Hook, any cinders or ashes from such steamboat, and also forbid any person to throw ballast, rubbish, ashes or cinders into the waters of any dock or slip of the harbor of the Port of New-York; and, further, prohibit the throwing or putting of stones, earth, shavings, night soil, dirt or rubbish, into any dock or slip. These prohibitions are accompanied by certain fines, recoverable by the Board of Harbor Commissioners.

That, notwithstanding these statutory prohibitions, the harbor of New-York, the preservation of which is of such vital consequence to commerce and to the city, is exposed to constant injury from the dropping of ashes and cinders out of steamers at the docks and elsewhere, the dropping and throwing overboard of ballast and refuse from vessels of all kinds, the dumping or careless loading of earth, garbage, offal and other material, and the numerous other methods in which negligence or selfish indifference operate to the public detriment.

And that the failure of the existing laws to prevent these injuries, seems, to your Committee, attributable, in part, at least, to the lack of an effective force at the command of the Commissioners for the duty of watching against violations of the law over so large a space as the waters and shores of the harbor, and to the slow and costly process of enforcing the penalties when violations are discovered.

Your Committee are of opinion, that the subject demands the careful consideration of the Chamber, with a view to more efficient measures for protecting the harbor. To supply to the Commissioners a separate executive force adequate to such protection, may, perhaps, be regarded as entailing an expense which the City Treasury cannot now be burdened with. But the law may be so amended, as to secure a speedier and more inexpensive enforcement of penalties, and to thereby render violations more hazardous and less frequent. And legislation may provide for harmonious action of the several departments, and especially can charge the Police and other officials with the duty of aiding in the prevention and detection of violations of the law.

Your Committee further recommend, that the President of the Chamber be authorized to confer with the Mayor of the city, and such other public authorities as he may deem expedient, with a view to such legislative provision as may secure the harmonious action of the city government, and especially of the Police Department, in the protection of the harbor from further injury.

(Signed,)

JOHN D. JONES,
A. A. LOW,
GEORGE OPDYKE,
Special Committee.

NEW-YORK, *December, 2, 1874.*

Mr. GEORGE OPDYKE, on behalf of the Special Committee appointed at the meeting of the Chamber on the 20th October last for the purpose of aiding the adoption of the amendments to the State Constitution, submitted the following report :

To the Chamber of Commerce :

The Special Committee appointed for the purpose of aiding the adoption of the amendments to the Constitution of this State, which were submitted to the people at the last election, beg leave to report that they met with hearty co-operation from other commercial organizations, and that a meeting of the committees appointed for a similar purpose by the Produce Exchange, Importers' and Grocers' Board of Trade, Butter and Cheese Exchange, Cheap Transportation Association and German Independent Citizens' Association, was held at the Rooms of the Chamber of Commerce to devise ways and means for carrying out the object in view. It was thought best to issue an address, signed by the members of all the Committees, briefly setting forth the principles involved, and accompanied by a ballot, (copies of which documents are here annexed.) It was decided that these should be sent to each of the 218,000 registered voters, in this city and Brooklyn, and the following sub-Committee was appointed to carry out this programme :

GEORGE OPDYKE,	}	<i>From the Chamber of Commerce.</i>
JOHN F. HENRY,		
D. W. LEWIS,	"	<i>Produce Exchange.</i>
HARVEY FARRINGTON,	"	<i>Imp. and Grocers' Bd. of Trade.</i>
B. P. BAKER,	"	<i>N. Y. Cheap Trans. Association.</i>
R. S. DOTY,	"	<i>Butter and Cheese Exchange.</i>
M. ELLINGER,	"	<i>German Indep't Citizens' Assoc.</i>

The printing and direction of documents for 218,000 persons was a task the magnitude of which was not appreciated at the time of undertaking it ; but by the continuous work of over ninety persons during the week preceding the election, the work was accomplished. In the distribution of them the Committee employed the forces of the American District Telegraph Company in this city, and a private distributor named LOTRIDGE in Brooklyn. The former did their work in a fairly satisfactory manner ; but the latter person, although bringing good references, evidently had not the proper facilities for carrying out his contract, and the work in Brooklyn was badly done. Should circumstances again make it necessary to take similar action, your Committee believe the Post-Office Department, although more costly, to be the best distributing medium. The task of raising the money to pay for the work (amounting to about \$2,300) was undertaken by the gentlemen composing the sub-committee, and raised principally by individual subscriptions from merchants and citizens who appreciated the importance of the work.

In addition to the work laid out in the programme, some 30,000 copies of the address were printed in German, and, together with ballots, were circulated in the German districts of the city by Mr. OTTENDORFER and his colleagues of the German Independent Citizens' Association. Over 50,000 ballots were furnished to organizations and individuals in the suburban districts, and by correspondence with the principal newspapers throughout the State, together with the dispatches of the Associated Press, the newspapers of the interior were nearly all interested, and did good service in the cause. We have also to thank the greater part of the press of this city for cordial co-operation.

Indeed, with the exception of the action of Tammany Hall in issuing cancelled ballots, the amendments met with no hostility, and the danger of their failure lay chiefly in the ignorance which every where prevailed as to their character and objects. It is to be hoped that the hostile action referred to was the result of a heated political canvass, rather than of well matured and settled hostility to the amendments; and now that they are adopted, we believe that all classes of citizens will co-operate in endeavoring to realize the benefits which their adoption confers upon the commonwealth.

It is believed that all of the proposed amendments have been carried by an average majority of one hundred and fifty thousand, and this grand result is the more satisfactory, because it shows that amid partisan strife there exists a very large class of citizens who are actuated by the highest motives, and who can be relied upon to cast their ballots for those measures which promise prosperity for our commerce and permanency to our free institutions. The result further shows, that the commercial organizations of this city possess a combined influence that no political party can afford to disregard, and it is hoped that this co-operation, so happily begun, will continue in all matters looking to the general commercial prosperity of our city and country.

All of which is respectfully submitted.

(Signed,)

F. B. THURBER,	} <i>Special</i>	
JOHN F. HENRY,		} <i>Committee.</i>
GEORGE OPDYKE,		
ROYAL PHELPS,		

NEW-YORK, *December 2, 1874.*

The report was unanimously adopted and ordered to be placed on file.

On motion of Mr. SAMUEL B. RUGGLES, seconded by Mr. Low, the thanks of the Chamber were unanimously tendered to the Joint Committee for the able and peculiarly efficient manner in which they performed their labors.

Mr. JOHN AUSTIN STEVENS, Chairman of the Special Committee

appointed in June last, on the Revision of the Tariff, reported progress, as follows :

He stated that the various branches of business and trade, including those interested in each, members as well as those not members of the Chamber, had been invited, each for itself, to prepare a schedule of tariff which, without diminishing the amount of revenue levied from each, would simplify the mode of its application.

Meetings have been held in the hall of the Chamber of the following trades : The Woolen, Iron and Steel, Wine and Liquors, Drugs and Dye Stuffs, Crockery, Glass and China Ware, Linen Goods, Paints and Colors. These meetings resulted in the appointment of sub-committees, and reports on these subjects are now being prepared.

The Boston Board of Trade has lately given information that its committees are appointed and at work, and similar notice has been had from Philadelphia.

The recent political elections and other grave public interests have somewhat interfered both with us and in the neighboring cities with the progress of this important labor, a matter for regret, as we learn that the Committees of Congress are now ready to receive our proposals.

Mr. DAWES, Chairman of the Ways and Means Committee of the House, having devoted himself to this subject during the recess of Congress.

The report was accepted, and the Special Committee continued.

Mr. RUGGLES, Chairman of the Special Committee on Railway and Canal Legislation, appointed by the Chamber at the meeting on the 4th of June last, verbally reported that the Committee had a conference with similar Committees of the Produce Exchange, Cotton Exchange, Importers' and Grocers' Board of Trade and the Cheap Transportation Association, with a view to secure united action on the subject referred to the Committee, and that they would further report at the adjourned meeting of the Chamber on the 17th instant.

RESOLUTIONS.

Mr. AMBROSE SNOW offered the following resolution, which was unanimously adopted :

Resolved, That in the opinion of this Chamber, the amount of the appropriation asked for by General NEWTON, United States Engineers, for the improvement of the Harbor of New-York, is indispensably necessary for the removal of very dangerous obstructions to navigation.

Mr. SNOW offered the following preamble and resolutions, which were referred to the Committee on the Harbor and Shipping for consideration :

Whereas, New-York, the most important seaport in the United States, is visited annually by more than half a million of seamen in the merchant service, who, by their nationality or by treaty, may claim hospital care, in sickness, from the United States Government:

And whereas, Although the government has established and sustains a merchant marine hospital at each of the following places, viz., Chelsea, (Mass.) Chicago, Cleveland, Detroit, Louisville, Mobile, Pittsburg, Portland, (Me.) St. Louis and Key West, and has provided for the erection of one in San Francisco, no such hospital has been established or exists in this port :

And whereas, Seamen in this port needing and entitled to hospital care are, of necessity, "farmed out" to the various hospitals in this vicinity, necessitating in many cases painful and even dangerous transportation over long distances, and leaving them beyond the immediate care and supervision of the Government surgeon :

Resolved, That Congress be, and is hereby respectfully requested to order the erection, as soon as may be practicable, of a merchant marine hospital at this port, of such capacity, on such plans and on such site as may be determined by the Secretary of the Treasury, and make a suitable appropriation therefor.

Resolved, That a copy of this preamble and resolution, signed by the President and Secretary, be forwarded to the Senate of the United States, and one to the House of Representatives, immediately on the re-assembling of Congress.

The President alluded, in appropriate terms, to the recent decease of Hon. WILLIAM F. HAVEMEYER, Mayor of the City, and of Mr. JONATHAN STURGES, both of whom had been members of the Chamber, the latter its second Vice-President from 1863 to 1867.

Mr. OPDYKE thereupon offered the following resolutions, in regard to the death of Mayor HAVEMEYER :

Resolved, That in the death of the Honorable WM. F. HAVEMEYER, Mayor of the City, and long an honored member of this Chamber, we are all called upon to mourn the loss of an eminent citizen, an honest man, and a faithful public functionary.

He was thrice chosen to fill the highest office in the gift of this metropolis; and it is but just to his memory to say, that in performing the arduous and thankless duties of that high trust, he uniformly manifested such fidelity to the public interests, and such integrity of character, that no one, even among his bitterest opponents, ventured to challenge the purity of his motives. He also possessed an

enlightened and vigorous mind, which clearly comprehended the duties of his office and their proper performance; though, in his later years, his strong personal attachments, combined with his self-reliant nature, rendering him, at times, somewhat impatient under opposition, may have occasionally affected his usually sound judgment, both as to men and to measures.

Resolved, That, as a merchant, he was honorable, sagacious, and eminently successful; and he uniformly manifested a deep interest in the commercial prosperity of this his native city. Those interests are greatly indebted to his forecast and patriotism in clearly discerning the grave dangers lurking in the so-called Funding Amendment, in respect to our great trunk canals, which probably would have prevented their enlargement, now rendered so necessary by the competing works of our Canadian neighbors, and other new lines of transport.

His spirited message to the Common Council, which contributed largely to the defeat of that ill-advised proposition, will stand as an enduring record of his enlightened perception of this leading interest of our great metropolis.

Resolved, That we deeply sympathize with the bereaved family of the deceased, and that the chair appoint a Committee of five to attend the funeral.

Resolved, That these resolutions be entered at length on the minutes of the Chamber, and that an engrossed copy be sent to the family of the deceased.

These resolutions were seconded by Mr. RUGGLES, and unanimously adopted.

The President appointed the following named gentlemen as the Committee to represent the Chamber at the funeral ceremonies, on Saturday morning, the 5th instant:

GEORGE OPDYKE,
GEORGE W. LANE,

A. A. LOW,
SAMUEL B. RUGGLES,
PETER COOPER.

Mr. Low offered the following minute, to be entered on the records of the Chamber, in regard to the death of Mr. JONATHAN STURGES:

This Chamber, recently, was called to mourn the loss of two of its most distinguished members, JOHN A. STEVENS and LEOPOLD VON BIERWIRTH.

It was not my privilege to be present and join in the tribute of respect so justly paid to their memory, on one and the same day.

None who took part in the proceedings could have had a higher appreciation of the character of these gentlemen than myself. One American the other German by birth, they were in many respects not unlike each other.

Well educated, both were men of literary taste, of extensive reading, skilled in the use of the pen; and, as merchants, intelligent, upright and honorable, commanding the respect of all who knew them. After lives of usefulness they died in the maturity of years.

And now we are deprived of still another of our oldest and most valued members by the death of Mr. JONATHAN STURGES, who, from 1863 to 1867, filled the office of Vice-President.

This event calls for such action on the part of the Chamber as will testify our admiration of the character of the deceased, and our sympathy with the family, suddenly bereaved of its honored head, and I beg leave to move that the following minute be entered at length on the records of this association, namely:

“DIED—At his residence in this city, on Saturday, the twenty-eighth day of November, 1874, JONATHAN STURGES, in the seventy-third year of his age.”

Mr. STURGES was born at Southport, Conn., March 24, 1802, entered the service of R. & L. REED, grocers, in Front-street, in 1821, and became a partner in 1828, when the firm name was changed to REED & STURGES, and it so continued until 1843. It was then changed to STURGES, BENNETT & Co., and again in 1865 to STURGES, ARNOLD & Co. In 1868 Mr. STURGES retired from active business with an ample fortune, and a reputation for probity and honor which is better than earthly riches. He had come to be regarded as the foremost man in the tea and coffee trade, which he had followed for so many years, and was recognised as a wise counsellor and a warm and steadfast friend. The good example which he lived doubtless did much to impart to the whole body of traders, of which his house was a conspicuous member, that character for integrity and upright dealing which it has always borne—which it still maintains. The following extract from the letter addressed to him by his brother merchants on the 30th of December, 1867, when he was about to retire from the firm with which he had been so long connected, exhibits the feeling that prompted them in their invitation to meet them at dinner:

“Your life among us of nearly half a century in the same locality, in Front-street, we can truly say has been such as commends itself to every one, both old and young, who regard that which is true, just and noble in mercantile character.”

Mr. STURGES was a promoter of many important undertakings, as well as an able coadjutor in all, and in the discharge of his various and responsible duties he was always governed by a rectitude of purpose and an unswerving fidelity to his trust. Good sense and a sound judgment were the distinguishing characteristics of his

great worth in all corporate bodies. As one of the founders and directors of the Bank of Commerce, as director and acting President of the Illinois Central Rail-Road, as one of the proprietors and directors of the New-Haven Rail-Road Company, and as Vice-President of this association, he was widely known and held in high regard. Nor was it in the walks of business, in the counting-room, and in the Exchange, that he was chiefly honored and beloved; he was a recognised patron of art. In the church he manifested the virtues of the christian, in society the unostentatious attributes of a gentleman, in the service of his country the devoted zeal of a true patriot; as a citizen the love of the philanthropist, never forgetting his obligations to the poor, the sick and the crippled, but extending to all the benefactions of a warm heart and of an open hand. The homage we paid to the good man when living we desire to perpetuate in hallowed memories, and to this end we inscribe on our minutes the sentiments that are graven on our hearts—of gratitude for this life of uncommon beauty, of sincere sorrow for our own great loss, and of our sympathy for the family of the bereaved, to whom it is ordered that a copy of the foregoing be transmitted, after being signed by the officers of the Chamber.

Remarks in eulogy of Mr. STURGES were made by Messrs. OPDYKE and PETER COOPER. The minute was thereupon unanimously adopted.

COMMUNICATIONS.

A communication was read from the Canal Commissioners of the State, dated Albany, November 17, 1874, giving notice that navigation on the Erie, Champlain and Oswego Canals would be closed on the 5th instant, and on the lateral canals on each division would be closed at the discretion of the Commissioners. The communication was ordered to be placed on file.

A communication was read from the Light House Board, dated Washington, November 19, 1874, acknowledging receipt of the resolution of the Chamber, requesting the retention of the iron buoys in the harbor of New-York during the coming winter, and stating that the Board had determined to leave the buoys down in the bay and harbor and the approaches thereto. The buoys at points of comparative little importance would be removed, and their places supplied with spars. The communication was ordered to be placed on file.

The Chamber then adjourned to the 17th instant, to hear reports from the Special Committee on Amendments to the Arbitration Act, and from the Special Committee on Railway and Canal Legislation.

Adjourned Regular Meeting, Thursday, Dec. 17, 1874.

An adjourned regular meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street, to hear reports from the Special Committee on Amendments to the Arbitration Act, and from the Special Committee on Railway and Canal Legislation; pursuant to the resolution adopted on the 3d instant.

PRESENT.

WILLIAM E. DODGE, *President.*
GEORGE OPDYKE, *First Vice-President.*
GEORGE WILSON, *Secretary.*

And a quorum of members.

The President announced the object of the meeting, and stated that it was in order to hear the report of the Special Committee on Amendments to the Arbitration Act.

REPORTS OF SPECIAL COMMITTEES.

MR. ELLIOTT F. SHEPARD, Chairman of the Special Committee charged with consideration of this subject, submitted the following report:

To the Chamber of Commerce:

The Special Committee, to whom was referred the proposed amendment to the Arbitration Act, and the preparation of a memorial to the Legislature on the subject, respectfully report:

That they have had the matter under consideration, and have prepared the amendments to the act and memorial, and recommend the adoption of the following resolution:

Resolved, That the amendments to the Arbitration Act, together with the memorial on the subject, be and are hereby adopted as the sense of the Chamber, and that the officers be authorized to transmit an authenticated copy of the same, under date of January 5, 1875, to his Excellency the Governor and to both Houses of the Legislature.

All of which is respectfully submitted.

(Signed,) ELLIOTT F. SHEPARD, }
JAMES W. ELWELL, } *Special*
JOS. SELIGMAN, } *Committee.*

NEW-YORK, *December 17, 1874.*

MEMORIAL OF THE CHAMBER OF COMMERCE OF THE STATE OF
NEW-YORK RELATING TO ARBITRATION.

*To the Honorable the Legislature of the State of New-York, in
Senate and Assembly convened:*

Your memorialists respectfully represent to your honorable body, that the act authorizing the arbitration of mercantile disputes in the port of New-York, passed April 29, 1874, has been received with general approbation by the mercantile and legal classes of this metropolis, and has worked most successfully in its object of furnishing a means for the speedy and economical settlement of disputes on commercial questions.

As was anticipated by your memorialists at the time they asked for the passage of the law, its operation has suggested some amendments, which will still further perfect and make it an increasing public benefit.

The amendments are now divided into sections corresponding with the work of the revisors, who have published in its proper place among the revised statutes of the State their proposed revision and codification of this Arbitration Act, and the amendments submitted herewith will be in entire harmony with the new revision.

Your memorialists, therefore, ask that these amendments may be passed into law, and they will ever pray.

Mr. SHEPARD stated briefly the amendments proposed to the Arbitration act, and moved the adoption of the report and resolution.

Mr. GEORGE OPDYKE seconded the motion, and the report and resolution were unanimously adopted.

Mr. SAMUEL B. RUGGLES, Chairman of the Special Committee on Railway and Canal Legislation, forming a portion of the "New-York Conference on Commercial Facilities," verbally reported, that the Conference had adopted fundamental rules for its organization and action, a copy of which he presented, which was ordered to be placed on file.

On his motion, the Chamber assented to these rules, reserving the right to retire any time from the Conference as therein provided.

COMMUNICATION.

A communication was read from Mr. A. A. Low, dated New-York, December 15, 1874, resigning his membership of the Committee on Railway and Canal Legislation, which was accepted and ordered to be placed on file, and on motion of Mr. OPDYKE, Mr. SAMUEL D. BABCOCK was unanimously elected to fill the vacancy.

The Chamber then adjourned.

Monthly Meeting, Thursday, January 7, 1875.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

and a quorum of members.

The minutes of the last regular meeting, held December 3, and of the adjourned meeting, held Dec. 17, 1874, were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. ELLIOT C. COWDIN, on behalf of the Executive Committee, reported the following named candidates for membership :

Nominated by

NATHANIEL A. BOYNTON,
CORNELIUS BUYS,
I. SHERWOOD COFFIN,
JAMES HAINES DRAKE,
J. NIVEN HEGEMAN,
MORTIMER HENDRICKS,
WILLIAM P. LIBBY,
SETH LOW,
CONSTANTINE MENELAS,
JAMES PYLE,
SAMUEL T. W. SANFORD,
HENRY C. SOUTHWORTH,
JOSEPH M. WARD,
WILLIAM P. WARD,

JOHN F. HENRY.
CHAS. L. RECKNAGEL.
JOHN F. HENRY.
FRANCIS B. THURBER.
JOHN F. HENRY.
FRANCIS B. THURBER.
JOHN F. HENRY.
WILLIAM E. DODGE.
JOHN D. WOOD.
JOHN F. HENRY.
JOHN F. HENRY.
ELLIOT C. COWDIN.
WILLIAM E. DODGE.
JOHN F. HENRY.

These gentlemen were, on one ballot, unanimously elected members of the Chamber.

REPORTS OF SPECIAL COMMITTEES.

Mr. JOHN F. HENRY, Chairman of the Delegation appointed at the meeting of the Chamber on the 5th of November, 1874, to attend the Second Annual Meeting of the American Cheap Transportation Association, held at Richmond, Va., December 1, submitted the following report :

To the Chamber of Commerce:

The delegates appointed by your honorable body to attend the Second Annual Convention of the National Cheap Transportation Association, at Richmond, Va., beg respectfully to report, that the Convention met on the 1st of Dec., Hon. JOSIAH QUINCY, of Boston, in the chair. The attendance was large, and included some 300 representatives from 17 different States, among whom were many influential and distinguished men who are identified with the commercial interests of our country. The discussion of the best methods of securing the transportation of cereals and other merchandise at a rate that will be adequately remunerative to the carriers, while it removes the embargo of the excessive tariff which now prevails, was a most encouraging indication of the absorbing interest manifested in the question, by the people generally, in all parts of the country. The discussion further elicited the existence of a necessity for new and unfettered avenues for the moving of freights from the West to the sea-board marts of the East; and, while some favored the construction of canals, and others the building of railways, for this purpose, it seems to be conclusively evident that the consummation of both plans is necessary to satisfy the needs of our overgrown commercial and agricultural industries.

The deliberations of the Convention also developed a unanimous spirit of animadversion upon the existing management of our main trunk lines; and a general sentiment that the system of re-duplication of certificates of railway stocks, whereby an increased freight tariff is necessitated for the purpose of creating dividends, is exceedingly reprehensible and justly censurable. Not only the West, but the South as well, is interested in this great question, which, if prosecuted to successful termination, and if honestly and faithfully carried out in accordance with the spirit of its inception, and with no taint of speculation about it, cannot fail to benefit, incalculably, the entire country.

Your delegates do not deem it out of place to embody in this report an expression of their grateful remembrance of the hospitality extended to them and the other members of the Convention, by the citizens of Richmond, during their stay in that city; and it is all the more pleasant to note the generous kindness of our friends of the South at this time, as indicative of a renewal of the great fraternal bond of nationality that bound us together in the earlier history of our country, and which, we trust, will continue to grow stronger with the years that are to come.

Previous to the adjournment of the Convention, a resolution was passed, by which the name of the association was changed from the "Cheap Transportation Association," to "The American Board of Transportation and Commerce," a title which is regarded as more significant and comprehensive.

A memorial, signed by the President of the Convention, Hon. JOSIAH QUINCY, and the Secretary, R. H. FERGUSON, was transmitted to Congress. This memorial was supplemented by a series of resolutions, of which the following is a brief synopsis:

1. The pressing need of unrestricted trade between the States; to accomplish which, it is necessary to promote every legitimate means to lessen the cost of internal transportation.

2. The restoration of our foreign commerce necessary to our prosperity; a desideratum which can only be effectually brought about by the cheap transportation of produce to our sea-ports.

3. That the present high freight rates render the transfer of cereals almost prohibitive, and prevent their shipment to the markets of the world, thus giving protection to the grain growers of Russia against our farmers of the West, to the manufacturers of Great Britain against those of New-England, and to the miners of Scotland and Wales against those of the United States.

4. Let Congress adopt measures to enable us to export our produce, and gold will flow back to us instead of away from us; and high protective tariffs will cease to be a necessity.

5. By supplying the means of exporting our native productions, we shall be enabled to return to specie payments; as a gold circulation is the normal condition of national prosperity everywhere.

6. That Congress should, at its coming session, provide the means for the construction of adequate water routes, as recommended by the Senate's committee, and adopt other measures to secure the boon of cheap transportation.

7. That the object of this Convention is to promote peace and harmony. There should be a community of commercial interests in all parts of our country. It is the true interests of all to promote the interests of each other; and our best policy will be found in a re-union of all the great industries of the land for the sake of national prosperity.

The Convention adjourned to meet in Chicago, at such time as the Executive Committee shall deem advisable.

Respectfully submitted.

(Signed,) JOHN F. HENRY, } *Delegates.*
 E. R. DURKEE, }

NEW-YORK, *January 7, 1875.*

The Report was accepted and unanimously approved, and ordered to be placed on file.

RESOLUTIONS.

Mr. SAMUEL B. RUGGLES offered the following resolutions, which, after some discussion by Messrs. F. A. CONKLING, S. B. RUGGLES, P. M. WETMORE, JOHN F. HENRY and the President, were, on motion of Mr. FRANCIS B. THURBER, unanimously adopted:

Resolved, That it be referred to the Special Committee on Railway and Canal Legislation, to prepare and submit to the Chamber for its consideration an amendment to the State Constitution, empowering the Governor, with the concurrence of the Senate, to appoint a Superintendent of the Canals, who shall be subject to removal at any time by the Governor; said Superintendent to appoint four assistants, subject at all times to removal by him, which Superintendent and his assistants shall have the sole management and supervision of the construction, repairs and navigation of the canals.

Resolved, That said Committee report said amendment to the Chamber at a special meeting, to be held on Thursday, the 21st inst.

Mr. WALTER S. FAIRFIELD offered the following preamble and resolution in regard to the establishment of a "General American Exchange," which, on motion of Mr. JAMES S. T. STRANAHAN, were referred to the Executive Committee for consideration :

Whereas, New-York is now forced to the immediate consideration of questions which vitally concern her commercial and financial position. First in importance is our domestic commerce and the pressing requirements for facilitating exchange, storage and transfer of merchandise.

Practically speaking, the piers of the Hudson are the termini of upwards of 72,000 miles of railways of the continent, and of the vast steam marine of the ocean, rivers and sound. This immense transportation system, still branching out, extends to all parts of the globe, and is but the great preliminary to a foreign commerce here, now in its infancy, and but the infant of our domestic commerce, which is the great development of the age. This nation, in its youth, already contains the most numerous, powerful and generally intelligent population in the world, and is attracting the most useful elements of the population of other countries for the development of immeasurable resources of the soil and the mine, which are comparatively exhausted in the old world. It is the domestic production and consumption of this population that gives us commercial prominence over other nations, and not foreign trade, either export or import.

New-York is the chief of a cluster of cities within twenty-four hours' distance, which may, in view of the world's commercial centre, be regarded as one city of a magnitude without a parallel, and the result of the tendency of ages and of civilization; and for at least an age to come New-York can have no rival. The growth of the other cities and of the country increases her prosperity. The capitalists, merchants and business men of all departments in New-York are but the trustees of her commerce, and are bound for their own interests to unite in measures for its protection and development, and to enforce economy, facility and just dealings in its movement. This is made the commercial and financial capital of the continent by its whole population, and every individual in the nation has his rights here.

The general interests must be kept in view and be cared for by the united efforts of all departments of business, against local and selfish interests, for the removal of all obstacles and for the development of facilities to business. The prosperity of New-York depends upon the American trade in the domestic staples of food ; not cereals alone, but dairy products, provisions, &c. The economical exchange, storage and transfer of these staples at this port is a question paramount to all others, even those of transportation and finance. Every branch of legitimate business is brought nearly to a standstill by the condition of this most important one, which needs only the proper facilities to revive and increase and give new life to general trade, which otherwise must languish, while the value of real estate will continue to deteriorate.

The first step toward improvement must proceed from the natural centre of exchange. To give an idea of the vast commercial transactions of this city, we may mention that the transactions of the New-York Clearing House aggregated, last year, \$33,972,773,942 97. The total export trade, however, during the same time, amounted to but \$313,129,963, while the estimated total tonnage of this port moved annually is over 100,000,000 tons. By far the greater portion of this tonnage, and the large majority of merchants that exchange and move it, are concentrated on the Hudson ; and the chief want of the commerce of New-York is a general exchange at this centre. No perfection of communication by steam, electricity or otherwise, can be substituted for personal comity and intercourse, which were never more essential than now, when the growth and development of commerce require increased facilities, that can only be acquired by the co-operation of the managers of all departments of business. It is significant and auspicious that the tendency of business is to organization and system. We see various commercial and transportation associations everywhere organized to give relief to trade, and all tending to a united movement for a new development of its facilities, the necessity of which may be shown by a view of the present situation in relation to the exchange of merchandise, for which institutions of exchange have become indispensable, systematizing trade and acting as a convenience for the saving and economizing of the time of merchants in making negotiations of contracts, freights and insurance. This saving applies, first, to our domestic, and secondly, to our foreign trade, since the former engages the time of 100 merchants where the latter occupies the time of 10, aside from the fact that foreign trade, both export and import, consists of brand and sample merchandise, including cereals and provisions, which brands and samples can, without expense, be taken to any centre or exchange in New-York, the most convenient to the greatest number of merchants. The vast tonnage to and from the West, the South, the North, and the East, and of foreign ports, is mainly confined in its landing and shipment to the piers of the Hudson, and ever must be. Any plan contemplating the transfer of this tonnage from these piers amounts to a tax that would invite it to other ports. The laws of trade have already settled this question, and the principal branches of trade in produce, dairy produce and provisions, dry

goods and groceries, engaging the large majority of merchants and other business departments, adjoin and are contiguous to these piers. A general exchange for the convenience of this commerce, and a united movement of the merchants at this centre, under the auspices of such an institution for economical, terminal and storage facilities, are the chief requirements of our whole commerce.

In the absence of such an institution, over one hundred wholesale grocers in this locality, who distribute mainly the staples of sugar, tea, coffee, &c., to all parts of the country, and constitute in numbers more than three-fourths of all engaged in that trade in New-York, are compelled, at the expense of most valuable time, to travel over to Wall-street for goods imported and refined by less than a score of firms, who could, at no expense, place their samples here for the convenience of the majority. The consequence is, that nearly all interior merchants who purchase these staples are obliged to give their time and efforts to bargaining and inspection, between dealers of one side of the city and the other. The result is, that merchants turn brokers, narrow commissions to a mere shadow, and render quotations uncertain, unreliable, and subject to constant speculative rumors, while the whole business in these staples is in confusion, and the profits are wasted in loss of time.

The same is true of other trades and from similar causes. It may be justly assumed, that from the mere want of central economic facilities of exchange in New-York, that more than 20,000 merchants and business men, transacting business in this city, are compelled to travel from point to point to transact business, at an expense of time equivalent to the better part of a business day, when it should be accomplished in an hour. Estimating the value of this time of a merchant at five dollars per day, we have a daily tax on the movement of trade of \$100,000, and of \$30,000,000 annually, without estimating the carting, storing and re-carting of merchandise consequent upon this condition of things. For considerable periods of time during severe winters, the single expense of carting produce from the vicinity of the Produce Exchange to the foreign steamships at their piers on the Hudson, has been nearly as much as the freight to Liverpool. This has been the secret cause of the hindrance to trade, and the temporary depreciation of property. It accounts for the hurry of the merchants, and the lack of time to attend to any thing pertaining to the general welfare. They have no time to act on a committee, or read the pamphlets and reports of those who do act for their interests and relief. But this is a hurry into syndicates and bankruptcy of business. Public affairs, local, State and national, have been neglected by capitalists and business men of New-York, and left to politicians. The merchants dealing in the staples of agriculture, must necessarily be the nucleus of a general exchange, being the most numerous, and exchanging articles of daily necessity. These interests gather every day the largest number of merchants, the great majority of whom are located where nine-tenths of the produce lands, and from whence it is shipped, on the banks of the Hudson. At this centre of business are located over three-fourths of the dealers in grain, flour, provisions and dairy products. The

trade in the latter branch is one of the most important, representing a productive industry in the United States and Canada of upwards of five hundred millions of dollars. These staples are a concrete form of food, the most nutritious and inexpensive of preparation, and economically transported. The United States, with cheap grazing lands, have the lead of all countries in their production. While Russia and other countries compete with us in supplying the European markets with breadstuffs, America can control the supplying of dairy products which, as articles of food, are rapidly increasing in favor in all civilized countries, while scientific and practical efforts to perfect their manufacture have made, and are still making great strides of improvement. No other department of agriculture has achieved such progress as this one, with its organizations throughout the country, led by the first and chief one, the American and Dairymen's Association, of which Hon. HORATIO SEYMOUR is President, and the first practical organization of farmers in the country. This interest has been, and continues to be, instrumental in developing an industry and a commerce arising from it already second to none in the country, and constitutes an influence extending to every producer and consumer of these necessities. The exchanges in dairy products are made nearly as closely as in specie, and therefore they are the first compelled to move in economizing exchange, storage and transfer. Accordingly, the merchants of this department have initiated the proposition for an American Exchange, under the valuable and liberal charter of the Butter and Cheese Exchange, the members of which represent already upwards of \$100,000,000 of our commerce. The analysis of this business, in connection with this proposition, will further fully illustrate the relative importance of our domestic commerce, as compared with the foreign trade. Of cereals, an average of less than three per cent. of the whole production has been exported during the past four years. Of dairy products, but two per cent. were exported. It was the unwieldy magnitude of our domestic trade in these products that forced its organization for economy and system in its conduct. This movement opened the great question at issue as to the centre of exchange in New-York.

A history of this movement serves to show the injury and taxation on trade here arising, mainly from a neglect of facilities and the preponderating influences accorded to the importance of the export trade, which is less than one per cent. of the whole, and in dairy products but two. This applies also to most other branches of business. The trade in daily products, in common with the railway and foreign and domestic steamship companies, the dry goods, grocery, hardware, wool and other branches, has for years past centered here, until over one hundred firms are concentrated on the Hudson, while less than a score remain on the east side, and at the disadvantage and expense of carting merchandise across the city and back again for shipment when sold, involving, beside the expense, the time of all merchants buying these articles in travelling from one side of the city to the other; and the only argument given for this is, that the foreign trade in cheese, provisions, &c., is trans-

acted there; whereas the fact is, that the few foreign agents who export cheese have merely offices there, and compel themselves and all engaged in the trade to undergo this tax of time and needless cartage and storage of goods. By this arrangement a just commission, and nearly all that should be charged for the movement of this article, has been wasted for years, and has become more and more burdensome, until this year it is stated that the whole export trade in cheese has been conducted for no commission to the merchants, and that branch of the business in dairy products will continue unsatisfactory, both to the English and American dealers, until they and their agents here co-operate with this movement of the great majority of New-York merchants for system and economy in its conduct. It is a notable and astounding fact, that the removal of obstacles and pressure for increased facilities, keeping pace with the growth of the country and its representation here, is forcing organizations of trade and trade bodies, and that process of organization is opposed either by those interests having a special or monopolizing advantage and control that will not bear investigation in the light of justice, fair dealing and the general welfare of our domestic commerce, or some direct or indirect interest in foreign trade, and either is based upon what has heretofore proved profitable, but is now certain to fail in opposition to the demands of progress. The organization of the merchants in the trade in dairy products was tacitly and powerfully opposed by such influences, which were combined and set in operation as soon as it was discovered that organization would place the whole trade on a broad basis, and beyond such influences. Opposition rapidly developed, and merchants of this trade were placed in the management of the Produce Exchange, evidently with a view to prevent the unity of the trade, but these influences have failed in their purpose to weaken the proposition. It is evident from a view of the circumstances, that such an institution cannot be established through the Produce Exchange, the members of which are at issue on this very question; and as it becomes understood that the depression of business in the produce trade with the mass of merchants has its prime cause in the hesitation in the settlement of this question, it will force the issue, when it will be found that the great majority of members are from the West side, and distant from the Exchange, and daily inconvenienced and taxed in attending it, as has been shown, while a minority, with storage investments and local property investments, would adhere to that locality. But on the agitation of and action upon the question, it is likely that the majority would carry the proposition to distribute the funds among the members. Another reason is, that the exorbitant membership fee of \$1,000 prohibits its use to a large class of merchants and business men, and tends to limit its membership; whereas, New-York requires an institution more general in character and at low initiation fees, in order that the different trades may co-operate in all measures pertaining to the improvement of facilities and otherwise.

The New-York Cheap Transportation Association and other commercial bodies will doubtless co-operate with the new Exchange,

and the Chamber of Commerce, which should be the commercial Senate of New-York, with no local preferences or special interests, would, as it were, have an active and general lower house, representing the masses of merchants and business interests. From such combined organizations measures of legislation pertaining to transportation, finance and trade, might emanate.

The progress of this movement will be immediately accompanied with new and mutual interests in business affairs, and concentrate the office business of insurance, freight, exchange, and of brand and staple goods. It will tend to the speedy improvement of permanent facilities at the termini of the railway and steamship lines, in relation to which, it is the first practical and inexpensive measure on the part of merchants towards securing these improvements; therefore,

Resolved, That the Chamber of Commerce endorse this proposition, and recommend the co-operation of capitalists, merchants and business men of New-York to give it their support.

Mr. FRANCIS B. THURBER offered the following preamble and resolutions:

Whereas, The Mayor of this city, in his late inaugural message, called the attention of the Common Council to the manner in which our public works are being prosecuted, to wit:

“The manner in which our public works should be carried on, whether by day’s labor or by contract, is a subject which must necessarily come before you, and as to which you will be called upon to act. Apart from those special laws passed by the Legislature, authorizing the construction of particular works, the charter provides that any work to be constructed by or on behalf of the city, at an expense exceeding \$1,000, shall be by contract, on sealed bids and proposals, unless otherwise ordered by a vote of three-fourths of the members elected to the Common Council.

“Of course, it is not for me now to anticipate when or under what circumstances you may consider it for the public interest to exercise the powers thus vested in you, but the circumstances, in my judgment, should be of an extraordinary character, and the benefit of the city should be clear and unmistakable, to warrant you in permitting a departure from the rule requiring the public works of the city to be executed under contract.”

And whereas, At the last meeting of the Board of Aldermen a resolution was offered to undertake the construction of several miles of improved road or boulevard, as follows:

“*Resolved*, That the Kingsbridge Road, from the northerly line of One Hundred and Fifty-fifth-street to Harlem River or Spuyten Duyvil Creek, be regulated, graded and curbed, the sidewalks flagged four feet in width, and that the roadway be constructed on the Tilford-macadam plan, according to the specifications for such roadway as constructed on the Boulevard; and that the labor and work re-

quired for such regulating, grading, curbing, flagging and roadway be done by day's work; and that the materials required therefor be procured by the Commissioner of Public Works, in such manner as he may deem for the best interests of the city and the property owners; all to be done under the direction of the Commissioner of Public Works; and that the accompanying ordinance therefor be adopted.

“ Which resolution was laid over : ”

And whereas, The cost of said work will be very large, is not a necessity at this time, and would tend to increase the taxes and burdens which our commerce has to sustain; therefore,

Resolved, That in the judgment of this Chamber it is not only inexpedient that large works should be undertaken upon the system mentioned by his honor the Mayor, but that at this time it is inexpedient to undertake any new work which is not absolutely necessary.

Resolved, That the speedy completion of our projected system of docks is necessary, and that their construction should be pushed with all possible dispatch, as they yield an immediate return for the capital invested, besides affording increased facilities for commerce, which are badly needed.

The preamble and resolutions were, on motion of Mr. RUGGLES, referred to the Executive Committee.

COMMUNICATIONS.

A communication was read from Mr. E. P. DORR, President of the Buffalo Board of Trade, dated Buffalo, December 19, 1874, transmitting a copy of a report adopted by that Board relative to the Canals of this State. The communication was ordered to be placed on file.

A communication was read from Mr. S. H. GRANT, Superintendent of the New-York Produce Exchange, dated New-York, January 4, 1875, transmitting a petition approved by the Board of Managers of the Exchange, calling for the sale of the lateral canals of this State, to which he asked the attention of the Chamber. The communication was ordered to be placed on file, and the petition posted in the Rooms for signatures.

After the transaction of the business before the Chamber, the President introduced Mr. DANIEL H. LONDON, who delivered an address on the financial questions of the day, after which a vote of thanks was unanimously tendered to that gentleman.

The Chamber then adjourned.

Special Meeting, Thursday, January 21, 1875.

A special meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street, pursuant to the resolution adopted on the 7th instant.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE WILSON, *Secretary.*

A quorum of members not being present, the President declared the meeting adjourned.

Monthly Meeting, Thursday, February 4, 1875.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President.*

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the last regular meeting, held January 7, and of the special meeting, held January 21, were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. SOLON HUMPHREYS, Chairman of the Executive Committee, reported the nomination of the following named gentlemen for membership :

MYRON H. CHAPIN,
CHARLES P. COOPER,
WILLIAM H. DAVIS,
JACOB W. DECASTRO,
FREDERICK W. DEVOE,
WILLIAM A. GELLATLY,

Nominated by
ROLAND S. DOTY.
FRANCIS B. THURBER.
FRANCIS B. THURBER.
HENRY E. MORING.
JOHN F. HENRY.
DANIEL C. ROBBINS.

MOSES G. HANAUER,
FRANK W. HURTT,
RICHARD A. McCURDY,
CHARLES MAYER,
SIMON MAYER,
J. SEAVER PAGE,
HENRY L. PIERSON, Jr.,
ALBERT S. ROE,

JAMES W. ELWELL.
JOHN F. HENRY.
WILLIAM M. VERMILYE.
JAMES W. ELWELL.
JAMES W. ELWELL.
JOHN F. HENRY.
ELLIOTT F. SHEPARD.
JOHN F. HENRY.

These gentlemen were, on one ballot, duly elected members of the Chamber.

Mr. HUMPHREYS further reported the following resolution, which was unanimously adopted:

Resolved, That Messrs.

WILLIAM E. DODGE,
ELLIOTT F. SHEPARD,
JACKSON S. SCHULTZ,
ELLIOT C. COWDIN,
ROYAL PHELPS,
ABRAM S. HEWITT,

SAMUEL D. BABCOCK,
JOSEPH SELIGMAN,
A. A. LOW,
JAMES M. BROWN,
HENRY F. SPAULDING,
GUSTAV SCHWAB,

be, and are hereby appointed a Committee to proceed to Albany on behalf of the commercial interests of the city, and attend before the Judiciary Committee of the Senate and of the Assembly, for the purpose of explaining to them the principal features of the proposed amendments to the Arbitration Act, and to urge upon those Committees the importance of their early passage by the Legislature.

REPORTS OF SPECIAL COMMITTEES.

Mr. SAMUEL B. RUGGLES, Chairman of the "New-York Conference on Commercial Facilities," reported the following resolutions, which, on being seconded by Mr. FREDERICK A. CONKLING, were unanimously adopted:

Resolved, That we deem it of vital necessity to the commerce of the city and State of New-York, and the interior States, that the trunk canals should be bottomed out without delay to the depth of seven feet, as prescribed by law, and recommended by the Governor in his annual message; and that the survey therein proposed to ascertain the cost of the work, should be made with the least possible delay.

Resolved, That any ulterior questions of the enlargement of any of the structures of the canals may be safely postponed until they shall be deepened as now proposed.

Resolved, That we approve of the recommendation of the Governor, that a Commission should be appointed to examine the lateral canals, with a view to a disposition of those which are not necessary to the welfare of the main canals, and that we deem every action to that end of great importance.

Resolved, That every effort should be made to secure by law or constitutional amendment an honest, economical and efficient management of the canals.

Resolved, That copies of these resolutions be sent to the constituent bodies represented in this conference, and that each of them be requested to memorialize the Legislature to the same effect.

And it was further ordered, that an engrossed copy of the resolutions, duly authenticated by the officers of the Chamber, be transmitted to the Governor of the State and to both Houses of the Legislature.

Mr. RUGGLES submitted to the Chamber a condensed statement of the legislation of the State, and of the official action of its canal authorities during the last sixteen years, in respect to the depth of water in the Erie Canal.

RESOLUTIONS.

On motion of Mr. CONKLING, it was

Resolved, That the said statement, after due revision by the Committee, be printed under the direction of the Secretary, for the use of the Chamber.

Mr. JACKSON S. SCHULTZ submitted the following letter from Hon. FERNANDO WOOD, of the House of Representatives of the United States, in reference to the revision of the laws for the collection of the customs, authorized by Congress:

WASHINGTON, *Jan.* 29, 1875.

DEAR SIR:—So many letters of inquiry and complaint respecting the increased rates of duty which have been levied on merchandise imported under the Revised Statutes have been addressed to me by business men in New-York which deserve reply, that I venture to avail myself of the Chamber of Commerce as a medium of answer to all by one communication.

That the revision enacted by Congress, June 22, 1874, contains a part of the laws, general and permanent in their nature, which were in force on December 1, 1873, cannot be denied, for Congress declared as much in section 5,595 of that enactment. Whether the revision contains all the laws then in force, must depend on an examina-

tion in a specified case, to see whether a particular law has in any part been embraced in the revision, for the last clause of section 5,596 declares, that "all acts of Congress passed prior to said last-named day, (Dec. 1, 1873,) no part of which are embraced in said revision, shall not be affected or changed by its enactment." By "no part," must be meant no part of the operative text of such law; and if this be so, the 17 volumes of statutes prior to the revision may be as important in tariff matters now as they were before June 22, 1874, because there are many laws and joint resolutions regulating the collection of the revenue on imports which contain not more than one or two sections. It cannot be denied either that Congress understood, and the country understood, that the revision was to be a faithful rejection of repealed laws, and a true expression of those which were unrepealed on the first day of December, 1873. Abundant citations from the words of those directly responsible for the revision, and looked to by the two Houses for the faithful execution of the work, can be made in proof of this from the pages of *The Congressional Record* of the last session.

LEGISLATIVE HISTORY OF THE REVISION.

The principal facts in regard to the revision are these: On June 27, 1866, Congress authorized the President to appoint three commissioners, "to revise, simplify, arrange and consolidate" the statutes. The duration of the commission being practically limited to three years, it was revived for three years more by the law of May 4, 1870, and finally the commission reported in the form of two large volumes, printed by Congress. On March 3, 1873, Congress authorized a joint committee of the two Houses to accept, but did not approve or adopt, this report of the commissioners, to contract with a suitable person to prepare, under the direction of the committee, the commissioners' report, and print the same in the form of a bill, to be laid before Congress on the next December. This proposition was introduced by Gen. BUTLER, who said, "The work authorized is merely clerical." The joint committee was raised; it reported, as directed, to the House through the chairman, on Dec. 11, 1873; and the report, in the form of one large printed volume, was referred to the Committee on the Revision of the Laws. On this occasion Gen. BUTLER said:

"I desire to premise here that your Committee felt it their bounden duty not to allow, so far as they could ascertain, any change of the law. This embodies the law as it is. The temptation, of course, was very great, where a law seemed to be imperfect, to perfect it by the alteration of words and phrases, or to make some change. But that temptation has, so far as I know and believe, been resisted. We have not attempted to change the law in a single word or letter, so as to make a different reading or different sense. All that has been done is to strike out the obsolete parts, and to condense and consolidate and bring together statutes *in pari materia*; so that you have here, except in so far as it is human to err, the laws of the United States under which we now live. And it will be necessary,

if the bill passes Congress, that it shall pass without any one undertaking to amend the law as it stands in this revision; because, once beginning to amend the revision by altering the law from what it is, will lead into an interminable sea, in which we shall never find soundings, and which will never find a shore."

And on the same day pending this debate the following took place between Judge POLAND and myself:

Mr. Wood.—If the gentleman from Vermont will permit me, I would like to ask him a question.

The Speaker.—If this matter consumes time, the Chair will feel bound to throw it over.

Mr. POLAND.—I do not intend to take any time myself, but I will hear the gentleman's question.

Mr. Wood.—It is, whether there will be any thing in this revision of the laws that we have not already in the statutes at large?

Mr. POLAND.—Nothing; at least we do not intend there shall be.

Here we have a clear exhibition of what the Committee of the two Houses intended the revision should be. It was an elimination of obsolete provisions; a condensation and consolidation of statutes *in pari materia*. On the 15th of the next month Mr. POLAND informed the House that he was directed by the Committee on the Revision of the Laws to report back the bill; and, by unanimous consent, the House undertook to sit two evenings of each week in Committee of the Whole for its consideration. It was then stated by the Chairman of the Committee that Mr. DURANT, a lawyer in Washington, had been employed by the Committee to revise the work of the Commissioners, who had made, to some extent, changes in the law, and correct such changes, in order that the bill might be a truthful reflex of the existing statutes in force. And it was then added that, since the work had been before the Committee on the Revision of the Laws, it had been so thoroughly re-examined that the Committee were able to assure the House that the bill, as reported by the Committee, is "an exact transcript, an exact reflex, of the existing statute law of the United States."

A portion of three evenings of February 19, 20 and 26 were devoted to the tariff on imports, wherein many amendments to the work of Mr. DURANT were proposed and carried in Committee of the Whole. Finally, after a few evenings, the bill was reported to the House with the amendments, which were not printed, and passed without discussion. It was reported to the Senate May 26, 1874, and the Chairman of the Committee on the Revision of the Laws in that body (Senator CONKLING) declared, that "the aim throughout has been to preserve absolute identity of meaning, not to change the law in any particular, however minute, but to present in miniature, or condensation, the law in all its parts, as it was actually found to exist dispersed through seventeen volumes of statutes." Upon the faith of this representation, as I believe, the bill was adopted in the Senate without any substantial deliberation or discussion. The different steps in the progress of the revision, and

these distinct utterances of members of the Committee who had it in charge, which are given in *The Congressional Record*, furnish a sufficient evidence that those who voted for the revision, as well as the whole country, believed, and had a right to believe, that the law regulating the rates of duty on imported merchandise stood in the revision precisely as it existed on December 1, 1873. The revision, by its terms, took effect immediately. It became a law unto the people of the United States so suddenly, that those whose conduct it governed could not obtain a copy; and the Secretary of the Treasury, in the beginning of his report in reply to the resolution of the House of December 14, 1874, devotes a large portion thereof to an explanation of the difficulties he encountered in obtaining and distributing among collectors of customs that portion which relates to duties on imports. The importers of New-York and the other large ports of the United States having been informed, while the revision was under deliberation, that, although amendments were proposed and adopted to the bill as revised by Mr. DURANT, relating to the customs, there would be no change whatever in the law prescribing rates of duty, naturally took no interest in the matter. But when the revision was put into practical operation by the Treasury Department, both importers and consumers were astonished to find that rates of duty under it were largely increased from those which had been levied on the first day of the previous December. The complaints of the extent and magnitude of these exactions of the City of New-York became so general, that I found it my duty to introduce a resolution of inquiry, which has resulted in the report by the Secretary of the Treasury which I enclose, and which, in its tabular statements from the four principal ports of the United States, more than confirms all that has been charged in respect to the sweeping changes in rates of duty which have been made; and I think that when a careful comparison is made between the tabular statements from these four ports, showing this increase, and the text of the reply of the Secretary of the Treasury purporting to give the reason or grounds for that increase, considerable surprise and disappointment will be felt on account of the unsatisfactory, if not evasive manner, in which this important subject is treated.

EXTENSIVE CHANGES IN RATES OF DUTY.

That great changes have been made is not denied. Indeed, the Treasury, in one portion of its reply, appears to desire to shield itself from responsibility, by the declaration that the classifications or rates thus reported from the leading ports "do not in all cases conform to any authorized construction or ruling made public by the department, and they are not in such cases admitted to be the proper construction of the law at the time." This is certainly a startling confession in respect to the administration of the Customs revenue. The report of the Treasury Department, however, does not deny that a large part of the changes which have been made under the revision have been by its authority or direction. The Secretary, in his reply, concedes, that "previous rulings of the department" have

been reversed since the revision, and an attempt is made to justify this reversal, upon the ground that "either in the practice of the local officers, or in the rulings of the department, and in the long period from 1861 to 1874, some results must necessarily have been attained in the direction of undue concession, such as a rigid revision and condensation of the law would require to be reversed." In other words, changes in rates of duty have come, because those who revised the laws intended to reverse, and did reverse, by legislation the previous rulings of the department. A law enacted in 1842, and embodied in section 2,652 of the Revised Statutes, makes it "the duty of all officers of the Customs to execute and carry into effect all the instructions of the Secretary of the Treasury relative to the execution of the revenue laws; and in case any difficulty shall arise as to the true construction or meaning of any part of the revenue laws, the decision of the Secretary of the Treasury shall be conclusive and binding upon all officers of the customs." And by the old laws of 1845, 1857 and 1864, the substance of which is embodied in the Revised Statutes, the decision of the Secretary of the Treasury upon an appeal to him from the Collector of Customs in respect to the rate and amount of duty, is final and conclusive upon the Government and every one else, unless the importer sees fit to bring a suit at law to test the correctness of such decision.

Therefore the previous rulings of the predecessors in office of the present Secretary of the Treasury which, he says, the Revised Statutes intended to correct or reverse, were laws, binding at that time upon the Government as well as upon importers. No general law fixing or changing duties had been enacted by Congress since June 10, 1872. During the period between this date and Dec. 1, 1873, (more than eighteen months,) the interpretations of existing laws had become well settled and well known by importers, and the rates demanded by the Government were established in the memory of foreigners as well as our own citizens. None of them supposed that the rates prescribed by the Secretary of the Treasury, and levied for eighteen months, since June 10, 1872, were not the legal rates, or that the Government misinterpreted its own laws. The Treasury does not deny that certain sections of the laws of 1861 and 1862, which were enforced by the Executive on Dec. 1, 1873, were excluded by, or dropped from, the Revised Statutes, and thereby duties were increased. It, however, justifies this exclusion, or dropping, on the ground that when the earlier and later tariff laws "were condensed in the revision, the superior force of the later acts became apparent, and the alternative or earlier provision was necessarily excluded." This theory of revision may or may not be correct; but the difficulty is, that the codifiers thereby silently excluded laws actually "in force," and the exclusion has worked an increase in rates of duty. I did not understand at the time that the revision would accomplish such a result.

SUPREME COURT DECISIONS.

The Secretary says:

"The revision, however, brought all that legally remained of the

various statutes together, thus giving the later acts their proper effect, and dropping those which had been the cause of much misconstruction. No substantial change of law appears to have been made; the present text is clear and easy of reference, and the confusion and contradictory features of the former state of the law are removed. The diversity of decisions in the local courts that has existed in customs cases was due chiefly to this multiplicity of unrepealed statutes; the case of *SMYTHE agst. FISK et al.*, recently decided in the Supreme Court, being an instance. The court below held that duties were chargeable under the earlier statute, whereas the Supreme Court unanimously decided that the later act was the law in force. The rule then laid down, and before referred to as being established by the Supreme Court decision of 1853, appears to have been observed throughout the revision, and it has been carefully followed in the rulings of this Department under it, this condensed text being of great service in the practical collection of the customs revenue."

Here it will be seen that the Department again confesses that certain statutes in force on Dec. 1, 1873, being "the cause of much misconstruction," were dropped altogether in the revision, and adds, that this mode of condensing or revising the laws has been justified by a recent decision of the Supreme Court. A copy of the decision of the court in the case referred to is before me. The question involved was the true rate of duty imposed on an article known as "silk neckties;" and the court very properly decided, that they were dutiable at 50 per cent. under the last clause of the eighth section of the tariff law of 1864. And in this very opinion of the court there is a confirmation of the charge, that the Revised Statutes did actually and intentionally change the previous law. The law of July 14, 1862, contained in the 13th section a schedule, which embraced, among other things, "Articles worn by men, women or children, of whatever material composed, made up or made wholly or in part by hand, not otherwise provided for." In Schedule M. of the Revised Statutes, page 478, this provision is reproduced, but in this changed form: "Articles worn by men, women or children, of whatever materials composed, except silk and linen, made up or made wholly or in part by hand, not otherwise provided for." It will be seen that the revision inserts the words, "except silk and linen." The opinion of the court calls attention to this change, and says:

"The exceptions mentioned (silk and linen) were here for the first time expressly interposed, but it was a legislative declaration that such was the state of the law on the 1st of December, 1873, without the exceptions; and it is necessarily a construction of the last clause of the eighth section of the act of 1864 in accordance with that which we have given to it. It was the declared purpose of Congress to collate all the statutes as they were at that date, and not to make any change in their provisions. Obviously, these exceptions were intended to remove doubts and misconstruction which were known to have prevailed to some extent."

Here it will be seen that the Supreme Court adopts the idea, if not the language, used in the circular of the Secretary of the Treasury, of Aug. 21, 1874, to the effect that, as Congress declared that the Revised Statutes contain the law in force on Dec. 1, 1873, therefore the insertion in the law of 1862 of the words, "except silk and linen," must be taken by the court as a congressional instruction or declaration that such was the meaning of the previous law. So that the Supreme Court, instead of having held that the mode of revision was the correct one, or that the laws of 1861 and 1862 ought to have been omitted from the revision, declared in effect that the court cannot look beyond the declaration of Congress in the Revised Statutes as to the meaning of previous tariff laws, no matter whether that declaration, in the opinion of the court, be true or false. And it will be seen that this declaration in the revision may, unless Congress intervenes, influence all future decisions of the court on questions of duty turning on the old laws.

LAWS OF 1861 AND 1862.

Between the dates of the general tariff act of March 2, 1861, and of the Revised Statutes, Congress had passed some sixty laws relating to duties on imports and their collection. Five of these, namely, two enacted in 1861, one in 1862, one in 1864, and another in 1872, may be classed as general tariff acts, because they covered a large class of articles. Neither of these in terms entirely repealed the previous ones, nor did Congress intend they should be altogether repealed. One overlapped the other or otherwise modified it, and so in 1872 reference was had to 1861 to decide what rates certain articles should pay. The system of continuous legislation was bad, but thus it was, and the necessity of going back to old laws was increased by the habit which had grown in Congress of generally imposing (at the end of certain enumerations) on all articles manufactured of specified material a prescribed rate of duty, unless the articles had been "otherwise provided for." This phrase made it necessary to ransack all previous laws to see if there was any such provision. With this explanation, the comprehensive force of the following sentences in a circular of the Treasury Department to collectors of customs, dated August 21, 1874, (contained in his reply to the House,) interpreting the revision, becomes apparent. He says :

"Several clauses of the tariff acts of March 2, 1861, and July 14, 1862, which were at first supposed to be modified or repealed by the act of June 30, 1864, and subsequent acts, but which were revived at various times through decisions of the courts or of this Department, are decisively excluded from the present act, and therefore cease to have force after the date of its passage. Among these are, first, the rate of duty on certain descriptions of linens—namely, 'drills, coatings, brown holland, blay linens, damasks,' which, being names or descriptions mentioned in the acts of 1861 and 1862, were not repeated in the act of 1864; also, a class of articles coming

under the general designation of ‘manufactures not otherwise provided for, composed of mixed materials in part of cotton, silk, wool or worsted, hemp, jute or flax,’ the rate of duty imposed by these two acts being 35 per cent. ad valorem. Many fabrics have remained chargeable with duty under authority of this clause, but no such classification is contained in the act of June 22, 1874, all goods formerly so classed being now charged with duty according to their identity with, or assimilation to, other defined classes.”

If reference be now had to the report of Appraiser DARLING, of New-York, giving the classification in his department before and after June 22, 1874, it will be seen that articles were thrown into new schedules, and rates of duty were enormously increased on manufactures of goats’ hair, wool, cotton, silk and mixed materials, by the exclusion from the revision of these laws of 1861 and 1862, universally held to be in force on December 1, 1873.

THE SIMILITUDE LAW OF 1842.

From such examination as I have given to the reports from the principal ports, it appears to me that on a large portion of the articles, besides those generally designated as “textile fabrics,” on which duties have been changed under the revision, the result has been chiefly accomplished by slight variations in the text of the law. Executive interpretation has no doubt overstrained these slight variations, but the foundation of the mischief is in the revision. This mischief might, nevertheless, have been remedied, if the Treasury had held fast in its execution of the new provisions to the general declaration of the revisers and of Gen. BUTLER and Senator CONKLING, that no change of the old law was intended. But it did not, and one of the most potential instruments in working the confusion and injustice of which importers complain, is the use which has been made of the 20th section of the tariff law of August 30, 1842, which is contained in section 2,499 of the revision. During the 20 years before 1861 the three general tariff acts were those of 1842, 1846 and 1857. That of 1857 preserved substantially the system of schedules or enumerations in 1846, only reducing the rates of duty. These laws of 1842 and 1846 were, perhaps, the most comprehensive and best considered tariff enactments on the statute books, in the sense of precise, commercial and alphabetical designation of each article in separate schedules. To provide for any accidentally omitted article or any newly made fabric, the following section was inserted in the law of 1842:

“Sec. 20. *And be it further enacted*, That there shall be levied, collected and paid on each and every non-enumerated article which bears a similitude, either in material, quality, texture or the use to which it may be applied to any enumerated article chargeable with duty, the same rate of duty which is levied and charged on the enumerated article which it most resembles in any of the particulars before mentioned; and if any non-enumerated article equally re-

sembles two or more enumerated articles, on which different rates of duty are chargeable, there shall be levied, collected and paid on such non-enumerated article the same rate of duty as is chargeable on the article which it resembles paying the highest duty; and on all articles manufactured from two or more materials, the duty shall be assessed at the highest rates at which any of its component parts may be chargeable.”

Under the laws of 1846 and 1857, which continued the system of 1842, the courts very properly held that this section was in force, not to impose a new rate of duty, but to give a rule for ascertaining the true rate on an article neither specially provided for by name in those laws nor falling within the clauses for non-enumerated articles, because so resembling an enumerated article as to be governed by the section. The single inquiry was, whether an article was enumerated. But the tariff legislation during the rebellion was, much of it, necessarily hasty, and adopted to meet a pressing need for revenue. No one law repealed, like that of 1842, all previous laws, but, as I have said before, the tariff acts for eleven years overlapped, and were interlaced one with another. This is obvious to any one who carefully studies the legislation of 1861, 1862, 1864 and 1872. Those laws attempted to classify articles in separate sections, according to the materials of their manufacture, whether of iron, steel, glass, cotton, wool or silk. And after enumerating articles specially, to the extent which the power or convenience of Congress or antagonizing interests therein permitted, there would be a concluding clause at a different rate of duty for a general enumeration of articles of a specified material of manufacture “not otherwise provided for.” To ascertain the intention of Congress under this system of legislation since 1861, the aid of the section referred to in the law of 1842 was rarely invoked, because there was rarely an article not either specifically or generally enumerated. And the injustice of invoking it can be made apparent by a reference to the law known as “the LITTLE Tariff bill,” which has just passed Congress, and which directs that manufactures not specially provided for shall pay 60 per cent. if containing not more than 75 parts in value of silk, but 50 per cent. if containing more than that of pure silk. Here is an enumeration of the two classes of manufacture. But the last clause of this law of 1842 and of section 2,499 of the Revised Statutes says:

“And on all articles manufactured from two or more materials, the duty shall be assessed at the highest rates at which any of its component parts may be chargeable.”

The rate for pure silk is 60 per cent., and under this clause “the LITTLE Tariff bill,” which only imposes 50 per cent. on certain proportions of cotton and silk, would be nullified. If reference be had to the excellent and searching criticisms of the Collector of the port of Baltimore on the practical confusion and injustice which the sudden application of this “similitude law” of 1842 has worked, further

comments of mine will be unnecessary. They are on pages 48 and 49 of the Report of the Treasury. The application of this “doctrine of assimilation,” before permitting the positive clauses of the law to operate, the Collector of Baltimore regards as nullifying the intentions of Congress, and as intrusting to customs examiners and appraisers a vague and arbitrary power, impolitic and never intended. It is this similitude test which has created a part of the confusion respecting Japanese silks and the different rates at the different ports on similar articles; and it is plain to see that it will be next to impossible for any Secretary of the Treasury to make rates of duty uniform from Maine to California on textile fabrics, where the inquiry is as to similitude either in material, quality, texture or uses.

RESPONSIBILITY FOR THE CHANGES.

I am not unmindful of the great, the almost insurmountable, difficulties which any one would encounter who undertook to condense and reproduce last June the subsisting laws on the customs revenue. They were so numerous; they extended over so many years; the repealed and unrepealed were so interlaced and interlocked; and the true interpretation of many of them was so doubtful, that equally intelligent and upright men could not well fail to differ thereon, and it is, perhaps, surprising, that no more dissatisfaction with the revision exists. And if the revision changed the language of the law, the Executive could not well disobey the revision, although I think the Treasury would have been sustained, if it had refused to vary the rates it imposed on the 1st day of December, 1873. Congress certainly cannot fairly be blamed, nor do I think that any member of the Revising Committee of the House was aware that the verbal changes made, or the dropping of certain statutes, would, in practical administration, produce the results we see. Whether any one else inspired changes with such an intent, is not so certain. There is certainly much method in some of the alterations. Nor do I impute any blame to the present Secretary of the Treasury, although I am free to say that, in my view, the person who is referred to by Mr. POLAND, (*The Congressional Record* for February 19, 1874, page 26,) as assisting the Committee in behalf of the Treasury, should not have been afterward selected to put the law in operation and interpret the interpretation. Having first entered the House of Representatives in May, 1841, as a member from New-York City, I have seen and had experience enough since then in public affairs to make me tolerant in criticism of those charged with the responsibilities of government, who strive in good faith honestly to discharge their obligations. It is, therefore, with no possible purpose to express any censure of Secretary BRISTOW that I say, that in my opinion, the system of administration of that part of the Revenue Department which decides what rates of duty Congress has imposed, needs to be thoroughly changed. It is a tremendous prerogative of the Executive to say what rates our confused statutes levy and preserve uniformity at all the ports; and

yet the Secretary cannot in person, under the present arrangements, decide each of the perplexing questions of statute construction. He delegates the power to a subordinate, and he, generally, a mere clerk, who decides without hearing argument on either side. For the Government it may be safe to inflict the highest rate in all cases of doubt, but that may be very unjust to the importer. And yet there must be in Washington a unit of responsibility and decision for the different ports. My own observation and impressions are, that since I first entered Congress there has been too much drawing to Washington in this matter of labor and care from the several ports, which has dwarfed the Collectors, who are under the law primarily responsible in this business to Congress and the country. The Collector is by statute, and should be, in fact, the chief customs officer of the port. The whole expensive machinery of his office is maintained only to levy and collect the duties on imports prescribed by Congress. Section 2,621 of the Revised Statutes describes a part of his functions thus :

“To receive the entries of all ships or vessels, and of the goods, wares or merchandise imported in them.

“To estimate * * * the amount of the duties payable thereupon, endorsing such amounts upon the respective entries.

“To receive all moneys paid for duties, and take all bonds for securing the payment thereof.”

He (section 2,901) designates the goods to be appraised; to him the appraiser reports; if he be dissatisfied, he can order another examination; and if the appraisers disagree, he decides between them. He is responsible, primarily, for all classifications for duty. Under sections 2,931 and 3,011 his decision, as to rate and amount, is final, unless there be an appeal to Washington or a suit in court. The correct interpretation of tariff laws is thus his first and one of his highest obligations. He is appointed by the President and confirmed by the Senate to do this work, and he should neither delegate it to deputies nor subordinates at his own port, or allow it to pass out of his hands into those of clerks in Washington, unless in conflict with Collectors at other ports, where the personal judgment of the Secretary should interpose. The Collectors at the several ports are, as a rule, competent men; they are in daily contact with merchants, and clerks in Washington are not; and there should be no subordinates in these matters of statute construction between them and the Secretary.

OTHER REMEDIES AND REFORMS.

For any increased exactions above those levied in December, 1873, which are the result of erroneous executive interpretations of the revision, the courts are, of course, open; but for those made by Congress, even unintentionally, the courts can afford no relief. I introduced into the House at the beginning of this session a joint resolution, which is now before the Committee on Ways and Means,

and which hereafter would confine the Executive to the rates the Treasury levied a year ago last December. It would bring order out of the existing confusion, and probably give satisfaction, but only temporarily; for the whole system needs immediate overhauling. There is now before the Ways and Means Committee a bill from the Senate which looks in that direction. The amount of money which the Government requires from customs the Executive ought to be able to estimate with reasonable certainty, and then provision should be immediately made by law, on conference with the different Chambers of Commerce in the country, for a commission to take up the work of preparing a tariff levying that amount, and machinery for its prompt, economical and satisfactory collection. In this commission there is needed the best faculties in the country for acquiring, testing, collating and reproducing facts and statistics for the information of Congress. It should be a commission of a few among the best business men in Congress or out, whether merchants, manufacturers, lawyers or officials, and, like important parliamentary commissions in England, should call before it and examine every one capable of affording assistance by his information and experience, and no element of partisan politics should be permitted to distort or thwart the single inquiry how the needed money can be best raised from imports. Facts and figures are what is first needed, and not arguments; and to obtain these facts and figures in the form of evidence, the country should gladly make an adequate expenditure of time and money.

Very respectfully,

(Signed,) FERNANDO WOOD.

To the President of the Chamber of Commerce, New-York City.

On motion of Mr. HUMPHREYS, the above letter was referred to the Special Committee on Revenue Reform for consideration and report.

On motion of Mr. SCHULTZ, seconded by Mr. ELLIOT C. COWDIN, the following resolution was unanimously adopted:

Resolved, That the thanks of this Chamber are due and are hereby tendered the Hon. FERNANDO WOOD for his able and exhaustive statement of the unauthorized changes made in the tariff under the guise of codifying the laws pertaining to the collection of the revenue.

Mr. AMBROSE SNOW offered the following preamble and resolution, which were unanimously adopted:

Whereas, A resolution was adopted by this Chamber on the 3d day of December last, requesting the President to confer with the Mayor in relation to the damage being done to the harbor by the indiscriminate throwing of refuse materials into it; therefore,

Resolved, That the President be requested to take action in compliance with said resolution at as early a date as possible.

Mr. SNOW offered the following preamble and resolution :

Whereas, A bill prohibiting, under severe penalties, the throwing of ashes from steamboats into the harbor has passed the Senate of the State by a vote of 20 to 1 ; therefore,

Resolved, That this Chamber respectfully urge the members of the Assembly to take up the said bill and enact it into a law of the State as soon as possible.

The preamble and resolution, after some discussion, were referred to the officers of the Chamber to incorporate them in a memorial, and transmit an authenticated copy to the Governor of the State and to the House of Assembly.

The Committee appointed to visit Albany in reference to the Arbitration Act was requested to urge on the Legislature early action upon this measure.

Mr. SNOW further reported the following preamble and resolution :

Whereas, In the appropriation bill now before Congress the sum of six hundred thousand dollars has been asked for by General NEWTON, that he may promptly finish the work of improvement now going on under his charge in the Harbor of New-York ; therefore,

Resolved, That we respectfully ask the members of Congress from this State to urge the passage of said appropriation, as being necessary and due to the well being and importance of the port of New-York.

Mr. SCHULTZ, in a few remarks, urged the great importance of continuing the operations under General NEWTON for removing the obstructions at Hell Gate ; whereupon the preamble and resolution were referred, with power, to a special Committee, consisting of Messrs. SCHULTZ, SNOW and the officers of the Chamber, to prepare a memorial, and transmit an authenticated copy to both Houses of Congress.

COMMUNICATIONS.

A communication was read from His Excellency SAMUEL J. TILDEN, Governor of New-York, dated Albany, January 12th, 1875, acknowledging receipt of a copy of the proposed amendments to the Arbitration Act, with the memorial of the Chamber in relation

thereto. Communications were also read from Hon. JOHN A. KING, of the Senate, dated Albany, January 12th, and from Hon. L. BRADFORD PRINCE, of the House of Assembly, dated Albany, January 13th, on the same subject; all of which were ordered to be placed on file.

The Chamber then adjourned.

Monthly Meeting, Thursday, March 4, 1875.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

GEORGE OPDYKE, *First Vice-President.*

GEORGE WILSON, *Secretary.*

And a quorum of members.

The minutes of the last meeting were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. SOLON HUMPHREYS, Chairman of the Executive Committee, reported the following named candidates for membership:

JOSEPH L. COLBY,
HENRY B. HYDE,
FRANCIS SPIES,

Nominated by
BENJAMIN P. BAKER.
HENRY A. HURLBUT.
AMBROSE SNOW.

These gentlemen were, on one ballot, unanimously elected members of the Chamber.

Mr. HUMPHREYS further reported the nomination, by the Executive Committee, of Mr. FREDERICK STURGES, for election, as a Trustee of the Institution for the Savings of Merchants' Clerks, to serve the unexpired term of Mr. GEORGE C. COLLINS, deceased.

The nomination being seconded,

Mr. STURGES was, by ballot, unanimously elected to that office.

There were no reports from other Standing Committees.

MEMORIALS.

The Secretary submitted the following memorials, prepared by the Special Committees appointed at the last meeting of the Chamber, in reference to the appropriation by Congress for continuing the operations at Hell Gate; and in reference to the bill pending in the Legislature of the State to prevent the throwing of ashes and other refuse materials in the New-York Harbor:

To the Honorable the Senate and House of Representatives of the United States :

The undersigned, a Special Committee appointed by the Chamber of Commerce of this city, respectfully represent :

That the public work now in progress in this harbor under the engineering care of Gen. JOHN NEWTON, is one of great magnitude, and of a peculiar and exceptional character. It is a work that cannot be intermitted without great loss, since the excavations under the rock bed of the river are liable to fill with water by the pressure of water from above. To prevent this, pumps and engines are compelled to work both night and day. Beside this peculiarity, the workmen employed are, for the most part, men brought from the mines of England and Wales, and are retained here for this special service, and their detention, if allowed to remain idle, must impose considerable loss. Beyond both of these considerations, it should be stated that the special boats and machinery, as well as the engineering force which are now engaged on this work, can be only profitably employed when the work is vigorously and continuously pushed forward. For these reasons we urge that the full appropriation asked for by Gen. NEWTON should be granted, and that no spirit of false economy should induce its curtailment even by one dollar.

Gen. NEWTON is an army officer of great merit, and it is only just to him to say that he will not in any importunate way urge the appropriation, but leave the whole subject to Congress.

The undersigned would further represent that there are two or three reefs in the East River which wholly prevent that important stream from being used by vessels drawing over from 19 to 21 feet water. These reefs have been partially removed, but the harbor is suffering a diminution of its full capacity by these remaining impediments; and now that ships are made to draw fully 24 to 26 feet, the East River and the extensive docks which bound it are rendered useless for this class of vessels, and all by reason of these remaining reefs, which can be removed at an inconsiderable expense.

We, the undersigned, in view of the important interests we repre-

sent, respectively urge a full and prompt compliance with the requisition of Gen. NEWTON.

(Signed,)	JACKSON S. SCHULTZ,	} <i>Special Committee of the Chamber of Commerce of New- York.</i>
	AMBROSE SNOW,	
	WILLIAM E. DODGE,	
	<i>President,</i>	
	GEORGE OPDYKE,	
	<i>Vice-President,</i>	
	FRANCIS S. LATHROP,	}
	<i>Treasurer,</i>	
	GEORGE WILSON,	}
	<i>Secretary,</i>	

NEW-YORK, *Feb.* 8, 1875.

*To the Honorable the Legislature of the State of New-York, in
Senate and Assembly convened :*

Your memorialist, the Chamber of Commerce of the State of New-York, respectfully represents, that a bill to prevent the throwing of ashes or cinders from steamboats into the waters of the port of New-York [Senate Bill, No. 9] has lately passed the Senate, and is now in the Committee of Commerce and Navigation of the Assembly; and that experience has shown that the throwing of said ashes into the harbor is an almost universal practice, highly detrimental to the navigable waters of the port; and that the penalties at present prescribed for the offence are insufficient to prevent it.

Your memorialist, therefore, as the representative of the mercantile classes of the port, respectfully petitions your honorable body to enact the said bill [Senate, No. 9] into a law, at as early a day as possible, that this destructive practice may be speedily stopped.

(Signed,) WILLIAM E. DODGE, *President.*
GEORGE WILSON, *Secretary.*

NEW-YORK, *February* 9, 1875.

The memorials were ordered to be placed on file.

RESOLUTIONS.

MR. JOHN F. HENRY offered the following preamble and resolution:

Whereas, Accurate statistics of the receipts of merchandise and tonnage of the port of New-York are indispensable to the systematic movement of trade and commerce, and as a data for proper legislation; and,

Whereas, It is known that the receipts of many important materials and staples of commerce are not reported, and that no authoritative system exists for the collection and preservation of these

statistics, and, in consequence, great irregularity and uncertainty prevails in the absence of reliable statistical authority; be it, therefore,

Resolved, That the various Executive Boards of commercial bodies be and are hereby requested to recommend to the Legislature of New-York the passage of a bill herewith submitted, subject to amendments, or a proper substitute, for the establishment of a Bureau of Statistics for the port of New-York.

The preamble and resolution, with the accompanying bill, were referred to the "New-York Conference on Commercial Facilities" for consideration.

COMMUNICATIONS.

The following communication was read from Hon. FERNANDO WOOD, of the House of Representatives of the United States, in regard to the resolution adopted by the Chamber on the 4th ult.:

HOUSE OF REPRESENTATIVES,
COMMITTEE OF WAYS AND MEANS, }
WASHINGTON, *February 8, 1875.*

Hon. WILLIAM E. DODGE, President of the Chamber of Commerce of the State of New-York :

DEAR SIR,—I am in receipt of a letter signed by GEORGE WILSON, Esq., Secretary of the Chamber of Commerce, informing me that at a meeting of the Chamber, held 4th inst., a resolution was adopted thanking me for my letter of the 29th ult., showing "the unauthorized changes made in the tariff, under the guise of codifying the laws pertaining to the collection of the revenue."

You will much oblige me by conveying to the Chamber my thanks for this kind recognition of my feeble efforts to protect the interest of honest and legitimate commerce, so long and so much abused by erroneous and improper exactions.

Whilst I regret that our merchants have not another and more influential commercial representative, I shall continue to do the best I can to see that no wrong is done them within the sphere of my Congressional powers.

Very truly yours,
(Signed,) FERNANDO WOOD.

A communication was read from Hon. S. S. COX, of the House of Representatives of the United States, dated Washington, February 9, 1875, acknowledging receipt of the memorial of the Chamber relative to the appropriation by Congress to continue the operations for the removal of the obstructions at Hell Gate, and promising its early presentation to the House. The communication was ordered to be placed on file.

The Chamber then adjourned.

Special Meeting, Monday, March 15, 1875.

A special meeting of the Chamber of Commerce was held this day, at two o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street, pursuant to the following requisition :

NEW-YORK, *March 11, 1875.*

Hon. WM. E. DODGE,
President Chamber of Commerce :

DEAR SIR,—You are respectfully requested to call a special meeting of the Chamber of Commerce, on Monday, March 15, at 2 P. M., to take action on the report of the Committee of Conference on Commercial Facilities, in relation to the establishment of a Bureau of Statistics for the City and Port of New-York.

Very respectfully, yours,

(Signed,)	SAMUEL B. RUGGLES,	JAS. S. BARRON,
	W. S. FAIRFIELD,	R. S. DOTY,
	F. B. THURBER,	GEORGE OPDYKE,
	JNO. H. KEMP,	BENJ. P. BAKER,
	M. FOLSOM,	HENRY HENTZ.

PRESENT.

WILLIAM E. DODGE, *President.*
FRANCIS S. LATHROP, *Treasurer.*
GEORGE WILSON, *Secretary.*

And a quorum of members.

The President stated that it was in order to consider the report of the Committee mentioned in the requisition.

REPORTS OF SPECIAL COMMITTEES.

Mr. JOHN F. HENRY, on behalf of the "Committee of Conference on Commercial Facilities," submitted the following draft of a proposed bill to incorporate the New-York Bureau of Statistics as the report of the Committee :

AN ACT TO INCORPORATE THE NEW-YORK BUREAU OF STATISTICS.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows :

SECTION FIRST.—WILLIAM E. DODGE, President of the "Chamber of Commerce of the State of New-York," and the members compos-

ing said Chamber of Commerce; FRANKLIN EDSON, President of the "New-York Produce Exchange," and the members composing said Exchange; BENJAMIN P. BAKER, President of the "New-York Cheap Transportation Association," and the members composing said Association; WILLIAM A. BOOTH, President of the "Importers' and Grocers' Board of Trade of the City of New-York," and the members composing said Board of Trade; WALTER S. FAIRFIELD, President of the "Butter and Cheese Exchange of New-York," and the members composing said Exchange; HENRY HENTZ, President of the "New-York Cotton Exchange," and the members composing said Exchange; WILLIAM OTIS MONROE, President of the "Mechanics' and Traders' Exchange" of the City of New-York, and the members composing said Exchange; and such other persons as may thereafter be associated with said organizations, and their successors, shall be and they are hereby constituted a body corporate, by and under the name of the "New-York Bureau of Statistics," and by that name shall have succession.

SECTION SECOND.—The object of the corporation hereby created shall be the establishment of a Bureau for the Collection of Statistics relating to the Commerce of the City and Port of New-York, embracing the annual aggregate product of the different branches of industry herein represented, the daily and accurate receipts of such products into the City and Port of New-York, the proportional home consumption and exportation of the same, and the arrangement under appropriate heads of the information received, for convenient reference, reliable publication and general distribution among the members of said corporation.

SECTION THIRD.—The corporation hereby created shall have the general powers and privileges, and be subject to the liabilities mentioned and declared in Section First, Title Third of the Eighteenth Chapter of the first part of the Revised Statutes, and in addition thereto, shall have authority and power to ask, demand and receive, of all and every common carrier of goods, wares and merchandise, both inland, sea-board and coastwise, having an office within the City or Port of New-York, or bringing and delivering such goods, wares and merchandise within the City or Port of New-York, a full, clear and accurate report, or a true copy of such parts of all manifests, or receipts, said report or copy to be sworn to by such common carrier, if required by said corporation, as shall designate the kind and quantity of any and all goods, wares and merchandise forwarded, received or exported, either inland, foreign or coastwise, by said common carrier within said City or Port of New-York; and it shall be the duty of all and every such common carriers to furnish and deliver at the office of said corporation such reports, copies of manifests or receipts of said goods, wares and merchandise, within twenty-four hours of the receipt of the same, Sundays and legal holidays excepted. But any and all such goods, wares and merchandise received, forwarded or exported in said days, shall be included in the days' report next following. Any common

carrier neglecting or refusing to furnish or deliver to said corporation such reports, copies of manifests or receipts, as herein provided, shall, for each and every such offence, forfeit and pay the sum of not less than fifty or more than two hundred and fifty dollars, to be sued for and recovered with cost of suits in the name of said corporation, before any court having cognizance thereof, all of which fines, when collected, shall be paid to said corporation for its sole benefit and use.

SECTION FOURTH.—The corporate powers of said corporation shall be exercised, and its property, affairs and concerns managed and conducted by a Board of Managers, composed of the Presidents of the several organizations mentioned in the first section of this act, who shall hold office as such managers by virtue of and during their continuance in the office of President of some one of said organizations; and such members from each of said organizations as shall be appointed thereto as hereinafter provided, who shall hold office as such managers for the term of one year, or until their successors be chosen and installed; and the persons holding office as such Presidents of the several organizations before mentioned, at the time of the passage of this act, together with the members of such organizations appointed in conformance herewith, shall compose and be the first Board of Managers of this corporation. Said Board of Managers shall, from their own number, choose, in manner to be provided by the By-Laws of said corporation, a President, Vice-President and Treasurer, to hold office for one year, or until their successors be appointed; and if it shall happen that the same person shall at the same time fill the office of President in two or more of the several organizations herein mentioned, then such organization in which said President has filled said office the shortest period, shall appoint some other officer of such organization to fill the place of such President as Manager in said Board, who shall hold such office until the disability be removed, but not, however, exceeding one year, in which case a new appointment shall be made.

SECTION FIFTH.—Each and every of said organizations shall, besides its President, be represented in said Board of Managers by at least one member from its own body, to be appointed in conformance with the Rules and By-Laws of such organization; and each or any of said organizations having a membership of five hundred or more active members, shall be entitled to appoint, in addition thereto, for every five hundred active members in excess of said first five hundred members, one member to said Board of Managers, who shall hold office for one year, or until their successors be chosen and installed. The expenses incurred in conducting and managing the affairs, concerns and property of the said Bureau of Statistics shall be borne by the several organizations herein mentioned, in proportion to the number of members contained in each of said organizations. Provided, however, that none of any of said organizations shall be assessed or compelled to pay more than twenty-five per centum of said expenses. And said Board of Managers, after

applying any moneys that may be received by fines or otherwise, shall have power to call upon each and every of said organizations from time to time, as the same may be needed, for such sums of money as may be assessed by said Board of Managers in conformance herewith, and as shall be required to meet the current expenses of said corporation.

SECTION SIXTH.—Any corporation, organization or society, desiring representation in said "Bureau of Statistics," as such corporation, organization or society may, upon written application to said Bureau, setting forth the names of its officers, object and number of members of the same, be admitted to membership in said "Bureau of Statistics," in the discretion of a majority of the Board of Managers of said "Bureau," with full representation in said Board of Managers, as hereinbefore provided; and any person duly elected a member of any of the said organizations before mentioned, or of any corporation, organization or society hereinafter to be represented in said "Board of Statistics," shall, by virtue thereof, become a member of said corporation, who, upon subscribing his name to the rules and by-laws thereof, in a book to be kept in the office of said corporation for that purpose, and presenting a certificate duly subscribed by the President of the organization of which he is a member, shall thereupon be admitted and entitled to all the rights and privileges herein granted, which shall continue during his membership and a compliance with the rules and by-laws of the corporation hereby created.

SECTION SEVENTH.—This act shall take effect immediately.

On motion of Mr. AMBROSE SNOW, the bill was read by the Secretary.

COMMUNICATIONS.

Mr. ALBERT S. ROE submitted, for the information of the Chamber, the following action of the New-York Produce Exchange, in regard to the proposed Bureau of Statistics:

"At a meeting of the Committee on Information and Statistics of the New-York Produce Exchange, held Monday, March 15, 1875, it was, on motion, unanimously

"*Resolved*, That this Committee deem it inexpedient to join such an association as that called for in the draft of a proposed bill incorporating a Bureau of Statistics for the City of New-York."

Attest,

J. H. HERRICK,

*Chairman Committee on Information
and Statistics.*

(Signed,) S. H. GRANT,
Superintendent.

NEW-YORK, *March 15, 1875.*

After some discussion by Messrs. JOHN F. HENRY, W. S. FAIRFIELD, GUSTAV SCHWAB, S. B. RUGGLES, AMBROSE SNOW, GEORGE MACKENZIE and BENJAMIN P. BAKER, the following resolution, offered by Mr. SCHWAB, was unanimously adopted as the sense of the Chamber:

Resolved, That the Chamber of Commerce deem it inexpedient to join such an association as that called for in the draft of a proposed bill incorporating a Bureau of Statistics for the City of New-York, which has been placed before the Legislature of this State without the knowledge or consent of the Chamber.

The Chamber then adjourned.

Monthly Meeting, Thursday, April 1, 1875.

A regular monthly meeting of the Chamber of Commerce was held this day, at one o'clock, P. M., at the Rooms of the Chamber, No. 63 William-street.

PRESENT.

WILLIAM E. DODGE, *President*.

GEORGE OPDYKE, *First Vice-President*.

WILLIAM M. VERMILYE, *Second Vice-President*.

GEORGE WILSON, *Secretary*.

And a quorum of members.

The minutes of the last regular meeting, held March 4th, and of the special meeting, held March 15th, were read and approved.

REPORTS OF STANDING COMMITTEES.

Mr. SOLON HUMPHREYS, Chairman of the Executive Committee, reported the following named candidates for membership:

	<i>Nominated by</i>
JOHN V. N. DORR,	CALEB BARSTOW.
DAVID DOWS,	ELLIOT C. COWDIN.
WILLIAM A. HALL,	ELLIOT C. COWDIN.
JAMES HASLEHURST,	ELLIOT C. COWDIN.
CHARLES C. HASTINGS,	ELLIOT C. COWDIN.
WILLIAM F. HAVEMEYER,	SOLON HUMPHREYS.
LEONARD HAZLETINE, Jr.,	ELLIOT C. COWDIN.

Nominated by

A. W. HUMPHREYS,
WILLIAM L. POMEROY,
HENRY SANGER,
THOMAS W. SHANNON,
SAMUEL SHETHAR,
JOHN SLOANE,

ELLIOT C. COWDIN.
HENRY F. SPAULDING.
ELLIOT C. COWDIN.
ELLIOT C. COWDIN.
ELLIOT C. COWDIN.
ELLIOT C. COWDIN.

These gentlemen were, on one ballot, unanimously elected members of the Chamber.

Mr. HUMPHREYS reported the following resolution, which was unanimously adopted :

Resolved, That it be referred to the officers of the Chamber, with power, to make the necessary arrangements for the Annual Banquet on the 6th of May next.

Mr. HUMPHREYS further reported the following resolution, and recommended its adoption :

Resolved, That Messrs. S. B. CHITTENDEN, JACKSON S. SCHULTZ and SINCLAIR TOUSEY be and are hereby appointed a Special Committee to nominate officers of the Chamber for the ensuing year.

The resolution was unanimously adopted, and the gentlemen named were constituted the Committee on Nominations.

RESOLUTIONS.

Mr. GEORGE OPDYKE stated that he had, at the request of the Executive Committee, prepared a series of resolutions in respect to the action of the Governor, in recently exposing the frauds connected with the administration of the State Canals, which he offered for the adoption of the Chamber, as follows :

Resolved, That Governor TILDEN, true to his honorable record against the fraudulent Ring officials of this City, has now placed the citizens of our whole State under lasting obligations, by his bold and masterly exposure of the enormous frauds connected with the administration of the New-York Canals.

Resolved, That this Chamber, as the oldest commercial organization of the State, and the one expressly authorized by charter to speak in the name of its entire commercial interests, feels especially called upon to express its gratitude to the Governor for his fearless and vigorous effort to arrest these frauds, so discreditable to the character of our State and so injurious to its commercial interests. His effort deserves the commendation and hearty support of every citizen of the State.

Resolved, That the special message of the Governor on "Canal frauds" is in perfect harmony with the views he expressed in his annual message. In that document he manifested broad and accurate knowledge in relation to the present condition of the Canals, clearly points out their defects, and suggested the remedies that he deemed essential to their increased efficiency and productiveness, and also to the integrity and economy of their administration. Among the remedies he suggests, are a proper disposition of the unproductive lateral Canals, the securing a uniform depth of seven feet in the water-way of the Erie Canal, and modifications in the present plan of administering them.

Resolved, That in the judgment of the Chamber, it is absolutely essential to the efficient management of these Canals that this department of the State government should be under the control of a single executive head, appointed by the Governor and Senate, and removable at the pleasure of the Governor, with power to appoint and remove his subordinates, and who alone should be held responsible for the proper management of the Canals. All experience goes to prove that this is the only safe method of securing efficiency, fidelity and economy in the administration of public affairs.

Resolved, That this Chamber will watch with deep interest the progress of this praiseworthy effort of the Governor to secure perfect integrity in the Canal department, and will aid that effort by all proper means within its power.

Resolved, That a copy of these resolutions, duly attested by the officers of the Chamber, be forwarded to his Excellency, Governor TILDEN.

The resolutions were seconded by Mr. ELLIOT C. COWDIN, and unanimously adopted as the sense of the Chamber.

Mr. SAMUEL B. RUGGLES offered the following resolutions, which, on being seconded by Mr. F. A. CONKLING, were unanimously adopted:

Resolved, That the Chamber of Commerce of the State of New-York cordially approve the recent proposition of the Canal Board to the Legislature, to reduce the tolls on wheat and flour thirty-three and one-third per cent. ($33\frac{1}{3}$.)

Resolved, That copies of this resolution, duly authenticated by the officers of the Chamber, be transmitted to the Senate and Assembly.

Mr. COWDIN called the attention of the Chamber to the proposed centennial celebration of the battles of Lexington and Concord, on the 19th instant, and stated that he had received a letter from the Committee of Arrangements inviting the participation of the Cham-

ber of Commerce. He thereupon moved that a special committee of five be appointed by the chair to attend on the occasion. The motion was seconded by Mr. RUGGLES, and unanimously adopted.

The President appointed the following named gentlemen to comprise the Committee :

ELLIOT C. COWDIN,	A. A. LOW,
S. B. CHITTENDEN,	F. A. CONKLING,
JOSIAH M. FISKE.	

Mr. AMBROSE SNOW offered the following preamble and resolution :

Whereas, It appears by the proceedings of Congress, that Senator FRELINGHUYSEN asked for an appropriation of \$35,000, to remove the mud off the New-Jersey shore, in the neighborhood of Jersey City; and whereas, the deposit which it is proposed to remove was made by the throwing of material from vessels, and ashes from steamers, therefore,

Resolved, That this Chamber does respectfully ask the prompt and favorable action of the Assembly on the bill now before it, to prevent the throwing of ashes into the waters of the Harbor of New-York.

The preamble and resolution were unanimously adopted, and it was ordered that an authenticated copy be transmitted to the Assembly.

Mr. CONKLING offered the following resolution :

Resolved, That the Secretary transmit to each of the members of the Senate and Assembly a copy of the report on the Canals of New-York, by the Committee of the Chamber on Railway and Canal Legislation.

The resolution was afterwards amended by the mover, to include the members of the Chamber, and thereupon unanimously adopted.

The report referred to in the resolution is as follows :

REPORT ON THE CANALS OF THE STATE OF NEW-YORK.

The Chairman of the Committee on Railway and Canal Legislation, on a former occasion, informed the Chamber of his intention, if it should become "necessary in order to remove any lingering prejudices or misapprehensions," to review, to some extent, some of the questions agitated in former years in respect to the necessity of en-

larging the Erie Canal, to form part of a "*History of the Efforts in New-York, from 1835 to 1875, to secure and increase the Commerce of the West.*" He did not however, propose, in such a work, to indulge in any criticism of the actions or the personal motives of any man or men, but solely to deal with public measures and their actual results.

Still less does he propose, in the present paper, to over-step that legitimate field of historical inquiry, but rather to confine it, as far as practicable, to an impartial and unimpassioned exhibition of the fiscal aspect of the canals, now on the eve, as it is hoped, of a large increase of their power and usefulness.

These canals have already played a conspicuous part in the eventful civil history of our present nineteenth century, so rich in the triumphs of man over physical nature, and especially in reducing the labor and cost of transit and transportation over the uneven surface of the globe he inhabits. The current year 1875, completing three-quarters of this important century, will soon run out its appointed course.

Historically examined, we find the first fifteen years of the century spent in the fearful wars of the first NAPOLEON, accompanied on this continent with our last—may it indeed be our last—war with England. The succeeding sixty years, closing with 1875, embraces the whole active history of the canals of the State of New-York, to which it owes so largely its present rank in the civilized world.

This remarkable era of sixty years, is itself divisible, for the present purpose, into arithmetical periods of even proportion, of which the first, embracing the twenty years from 1815 to 1835, entirely covers not only the commencement, progress and completion of the first Erie and Champlain Canals, by the genius, energy and perseverance of DE WITT CLINTON, but what some may regard as much better, the final payment of the whole cost of their construction; while the second period, embracing the forty years from 1835 to the point in 1875 we have now reached, fully comprises the long continued and unwearied efforts of the followers of Mr. CLINTON, to enlarge the capacity and the value of the work, which he had so nobly sustained and completed. Without descanting at all upon the political proclivities or the comparative merits of any of the public men who have managed the political affairs of the State during this second period, the degree to which all parties have united in the great enterprise of enlarging the Erie Canal, will be sufficiently indicated by the fact, that the Executive chair was occupied in 1835 by WILLIAM L. MARCY, who was succeeded by a long series of Governors, with a great variety of character, culture and political opinions, but nearly all approving the necessary measures for enlarging the Canal. In addition to their valuable services in the State, several of them have won enduring renown in conducting the foreign affairs of the United States.

The progress of the enlargement of the canal during these successive administrations in the State, may be gathered, to some extent, from the figures coterminously exhibited in the follow-

ing tables, which were needed for the fiscal examination which the present purpose requires.

The year 1835, with which the present review commences, was one, in many respects, of great historic interest. It saw the passage of the original act for the enlargement of the Erie Canal, in May of that year, and within six months afterwards it also saw the commencement of the New-York and Erie Railway, by the actual breaking ground by one of the members of the present Committee of the New-York Chamber of Commerce, in conjunction with JAMES G. KING, the President of the Company incorporated for the purpose, and who in several subsequent years was the honored President of the Chamber. What is far more interesting, it began to see, though dimly, the early dawn of the great prolific era of cereal development in the interior of our continent, then scarcely perceptible, but now vigorously on its way to the solution of the mighty problem of adequately feeding the Christian world.

It may excuse or explain any temporary short-comings or errors in judgment during the early portion of this all-important era, now to recall the singular fact, that it was not thought necessary or important, in any census taken by the United States, or by the State of New-York before the year 1840, to report or ascertain the quantities of the various cereals produced in the fertile soil overspreading so large a portion of our Continental Republic, and laying the very foundation of all its wealth and power. So little, indeed, was the nation aware of its dormant agricultural strength, that great alarm was expressed by timid observers, in 1836 and 1837, when considerable amounts of breadstuffs were temporarily imported into the United States from several of the European nations, so that the "wheat from the Black Sea" was paraded in partisan journals and even in grave public documents, to show how little reliance could be placed on any prospective estimate of the productive power of the grain-fields of our own interior.

Fortunately, these apprehensions did not affect the official action of all of our public functionaries, some of whom, with instinctive sagacity and by logical induction perceived, unaided by minute statistics, the magnitude of the future in store for New-York and her canals.

As early as 1834, the Legislature had directed the locks on the Erie Canal to be doubled from Albany to Syracuse; but on the recommendation of Governor MARCY, zealously seconded by that truly distinguished Canal Commissioner, WILLIAM C. BOUCK, the law was repealed, and the enlargement of the whole canal, from Albany to Buffalo, substituted by the act of the 11th May, 1835. The dimensions of the enlargement were fixed by the Canal Board, first at 60 feet wide and 6 feet deep, but were subsequently changed to 70 feet by 7, after an ineffectual effort made by Commissioner BOUCK to induce the Canal Board to fix them at 80 feet by 8. He had taken office during or shortly after the administration of Governor CLINTON, and had then imbibed, or naturally possessed, much of the large and comprehensive spirit which had ever

guided the public efforts of that clear-headed and far-seeing public servant. It is justly due to the memory of Commissioner BOUCK now to state the fact, that on his removal, in 1840, from the office of President of the Board of Canal Commissioners, he earnestly exhorted his successor to stand firmly by the enlargement, as the greatest work of the age, and, in no event, to consent to any diminution of its dimensions.

With this brief, preliminary outline, which, if necessary, may be hereafter filled up by other hands, the Committee will now proceed to show, by tables carefully prepared for the Chamber, with condensed, explanatory notes :

1. The progress and cost, from 1835 to 1875, of the trunk canals, to be permanently preserved for the commerce of the State and the country.
2. The cost of the five lateral canals, the proper disposition of which is now committed to the Legislature.
3. The total amount of debt incurred in the construction of all these works, and its rapid approach to final extinction.
4. The tolls of the canals which have been applied, and must yet be applied, to the purpose ; and the propriety of now reducing the rates of toll, to facilitate and cheapen the navigation of the canals, by steam or otherwise.
5. The pre-eminent and urgent necessity of completing the trunk canals without further delay, with their full legal depth of water, and the efforts made during the last sixteen years to effect that object.
6. The leading particulars in respect to the quantities of cereals now carried yearly from the interior States to the seaboard, whether through our trunk canals or by competing routes by land or by water.

STATEMENT OF THE COST OF THE ENLARGEMENT OF EACH OF THE TRUNK
CANALS OF NEW-YORK, AND OF THE EXPENDITURES ON ALL THE
CANALS, TRUNK AND LATERAL, WITH YEARLY STATEMENTS OF
THE NET TOLLS AND REVENUES AND CANAL DEBT, FROM
1835 TO THE CLOSE OF 1874, WITH HISTORICAL NOTES.

Prepared for the information of the Chamber of Commerce of the State of New-York, from the Reports of the Auditor of the Canal Department, by SAMUEL B. RUGGLES, Chairman of the Assembly Committee of Ways and Means in 1838, and Canal Commissioner in 1839, 1840, 1841, 1842 and in 1858.

I.

COST DEFRAIDED WHOLLY BY SURPLUS TOLLS.

Dimensions of Erie Canal Enlargement fixed in 1835 by the Canal Board, first, at 60 feet wide by 6 feet deep ; afterwards increased to 70 feet by 7.

Construction of the Black River and the Genesee Valley Canals authorized in 1836.

YEARS.	Enlarge- ment of Erie Canal.	Enlarge- ment of Oswego Canal.	Enlarge- ment of Cayuga and Seneca Canal.	Total on all the Canals, Trunk and Lateral.	Net yearly surplus Tolls and Revenues.	Canal Debt at close of Year.
1835,	\$31,810	Prior to	Prior to			
1836,	53,318	1837.	1837.	\$977,550	\$1,130,356	\$6,326,806
1837,	636,312	\$601,840	\$240,751	1,206,663	716,616	6,166,082
	<hr/> \$721,440	<hr/> \$601,840	<hr/> \$240,751	<hr/> \$2,184,213	<hr/> \$1,847,472	<hr/>

II.

BY SURPLUS TOLLS AIDED BY LOANS.

1833. The Report of the Assembly Committee of Ways and Means, proposing loans to expedite the enlargement of the Erie Canal, estimated that the growth of the interior States would increase the yearly tolls of the canal, *if enlarged*, to \$3,000,000 in the year when their population should reach six millions, which was in 1853; that the value of these products in that year, seeking downward transportation through the canal, would be \$60,000,000, and of merchandise, &c., in return, \$80,000,000; in all, \$140,000,000.

1839. Counter Reports, officially made to the Legislature and in the Senate, estimated the tolls of 1850 at \$1,710,940, and the products and other property to be carried on the canal from and to the Western States in 1853 at \$23,069,749.

They also proposed a reduction in the dimensions of the enlarged canal to 60 feet by 6, but it was not agreed to by either branch of the Legislature.

1838,	\$1,163,196	....	....	\$1,640,070	\$843,247	\$9,308,120
1839,	2,231,839	....	....	3,655,460	1,151,031	10,785,820
1840,	3,222,370	....	....	5,005,515	1,031,806	14,126,647
1841,	2,518,309	....	\$2,055	3,647,214	1,475,169	16,306,374
1842,	1,521,152	....	10,819	2,599,106	1,154,879	19,574,392
"Miscellaneous,"....	27,065	....	....	....	....	....
	<hr/> \$10,686,931	<hr/>	<hr/> \$12,874	<hr/> \$16,547,375	<hr/> \$5,656,132	<hr/>

The active progress made in 1838, 1839, 1840 and 1841 permanently secured for the enlarged Erie Canal the full dimensions of 70 feet by 7.

III.

RETARDATION AND SUSPENSION.

1843,	\$530,801	....	....	\$796,230	\$1,422,683	\$20,392,324
1844,	418,692	....	\$4	712,449	1,751,599	20,713,905
1845,	155,192	....	....	333,717	1,637,427	19,690,020
1846,	70,012	....	....	182,367	2,202,861	17,028,240
1847,	62,361	....	756	162,276	2,831,834	16,743,749
"Miscellaneous,"....	125,993	....	....	....	....	....
	<hr/> \$1,363,051	<hr/>	<hr/> \$760	<hr/> \$2,187,039	<hr/> \$9,846,404	<hr/>

The act of the Legislature of April, 1842, suspended or rescinded, with a few exceptions, all the contracts for work in progress on all of the canals, and directed damages to be paid to the contractors. Some of the awards for damages are included in the expenditures above stated at \$1,363,051.

The Constitution adopted in 1846, after much debate, and a compromise, to some extent, of widely differing opinions, set apart as a sinking fund a sufficient amount of the surplus tolls to pay off within eighteen years all the canal debt then existing, and also the general fund debt, of which \$3,000,000 had been incurred in the loan of the credit of the State to that amount, to expedite the construction of the New-York and Erie Rail-Road. It directed the Legislature to apply the remainder of the tolls, after reserving \$200,000 yearly for the necessary expenses of the government, to the enlargement of the Erie Canal, and to the completion of the Black River and Genesee Valley Canals.

In 1846 the tolls were reduced about eleven per cent. The rate existing in 1838, of three dollars and twenty-eight cents for a ton of wheat from Buffalo to Albany, was reduced to two dollars and ninety-two cents. The upward tolls from Albany to Buffalo were reduced from six dollars and fifty-seven cents to four dollars and eighty cents.

IV.

PROGRESS OF THE WORKS BY INCREASED SURPLUS TOLLS AND CANAL CERTIFICATES.

1848,.....	\$634,573	....	....	\$864,767	\$2,348,219	\$16,713,649
1849,.....	1,000,333	\$4,939	\$51,932	1,513,862	2,757,102	16,505,345
1850,.....	1,365,695	82,507	70,219	2,132,370	2,650,206	16,215,144
1851,.....	977,703	60,516	7,088	1,444,706	2,814,432	16,641,534
1852,.....	913,148	75,652	2,096	1,381,254	2,130,099	17,001,269
1853,.....	555,139	166,726	14,223	1,022,005	2,070,069	17,091,269
"Miscellaneous,"....	154,510	205,866	281	....	....	....
	<u>\$5,601,101</u>	<u>\$596,206</u>	<u>\$145,844</u>	<u>\$8,358,964</u>	<u>\$14,770,127</u>	<u>....</u>

In 1851, the Legislature authorized the issue of canal certificates for \$9,000,000, in anticipation of the tolls, on which fifteen hundred thousand dollars were borrowed. The Court of Appeals, in 1852, decided that issue to be repugnant to the Constitution of 1846.

The animated discussions, in respect to the necessity of issuing these canal certificates, during the administration of Governor WASHINGTON HUNT in 1851 and 1852, practically led to the adoption, in 1854, by a popular vote of nearly three to one, of an amendment to the Constitution, authorizing further loans for \$9,000,000.

The U. S. census of 1850 showed that of the products in that year of the interior States north of the Ohio River, the cereals alone amounted to 311,652,066 bushels. This quantity increased to 577,205,715 bushels in 1860, and to 812,151,925 bushels in 1870. The value of the cereal products, merchandise and other property coming from and carried to the Western States through the Erie Canal only partially enlarged in 1853, was \$136,589,284, as stated by the Canal Auditor.

In 1851, the New-York and Erie and the New-York Central Railways were completed from the Hudson River to Lake Erie. Before the close of 1853, they had begun largely to divert Western commerce from the canal, then, as now, remaining unfinished, with an insufficient depth of water. The total tons carried on those railways, in 1853, were 991,037; in 1863, 3,264,700; in 1873, 11,835,026; in the five years from 1868 to 1873, inclusive, 46,738,412; average yearly, 9,345,480 tons. The total tons carried on all the canals of New-York in 1873 were 6,364,782.

In 1851, the canal tolls on a ton from Buffalo to Albany were reduced from two dollars and ninety-two cents to two dollars and nineteen cents, and the tolls from Albany to Buffalo from four dollars and eighty cents to four dollars and forty cents.

V.

CONSTITUTION AMENDED BY AUTHORIZING LOANS FOR NINE MILLIONS OF DOLLARS TO COMPLETE THE WORKS THEREIN SPECIFIED, AND IN ADDITION TO ENLARGE THE OSWEGO AND THE CAYUGA AND SENECA CANALS, AND TO ENLARGE THE LOCKS OF THE CHAMPLAIN CANAL.

The amendment further authorized the Legislature to borrow \$1,500,000 to repay that amount advanced by the Treasury on the canal certificates.

1854,.....	\$582,443	\$308,087	\$64,246	\$1,156,024	\$1,750,799	\$18,724,244
1855,.....	2,004,360	327,307	117,821	2,938,707	1,650,000	20,281,333
1856,.....	3,168,670	257,828	168,797	4,011,241	1,962,500	22,542,066
1857,.....	2,202,705	214,921	136,589	2,941,936	1,589,015	25,189,781
1858,.....	1,366,178	181,564	124,207	1,942,658	993,325	24,460,014
"Miscellaneous,"....	638,781	111,159	97,581	....	....	....
	<u>\$9,963,077</u>	<u>\$1,400,866</u>	<u>\$709,241</u>	<u>\$12,990,566</u>	<u>\$7,945,639</u>	<u>....</u>

VI.

MEANS OF PROGRESS TOWARDS COMPLETION FURNISHED BY SURPLUS TOLLS
AND BY DIRECT TAXATION.

The total amount of taxes from 1846 to 1874 paid for account of the Canal Fund, as stated by Canal Auditor in 1875, was \$31,286,049, of which \$5,570,258 was paid from 1859 to 1862.

1859,	\$423,495	\$161,048	\$36,846	\$856,159	\$962,000	\$24,507,844
1860,	2,210,216	421,038	135,590	4,264,976	1,669,611	27,107,321
1861,	561,138	140,231	84,308	1,188,758	2,695,842	26,131,770
1862,	685,329	120,260	93,564	1,264,078	4,081,591	24,011,770
"Miscellaneous,"....	695,716	90,093	47,905	....	....	....
	<u>\$4,151,394</u>	<u>\$942,770</u>	<u>\$398,213</u>	<u>\$7,573,971</u>	<u>\$9,409,044</u>	<u>....</u>

During this period of four years the Canal Debt reached its highest amount, being \$27,107,321, on which the interest at six per cent. was \$1,626,432. The average surplus of yearly surplus tolls was \$2,710,721. The direct tax was mainly rendered necessary for the purpose of replenishing the Sinking Fund, as directed by the Constitution of 1846.

In 1862, the descending tolls per ton on wheat, after some previous fluctuation in the rates, were reduced from \$2.19 to \$2.11, and from \$4.40 to \$1.40 per ton on property ascending.

In 1870, the tolls on a ton of wheat from Buffalo to Albany were reduced from \$2.11 to \$1.05, or 3 1-3 cents per bushel, and on tons ascending from \$1.40 to \$1.05, at which rates they now remain.

WANT OF WATER IN THE CANALS.

By Act of April, 1859, the Canal Commissioners were directed to cause monthly trial trips to be made on the canals with boats especially laden, for the purpose of practically ascertaining the depth of water in the canal. The report of the last "trial trip," made in September, 1861, was published with the Annual Report of the Canal Commissioners, made to the Legislature in 1862, (Assembly Documents of 1862, page 147,) showing an insufficient depth of water for at least one hundred running miles of the canal. (Copy Report hereto appended.) Soon after its publication, the Legislature passed the act of April 10th, 1862, declaring that no more work should be done nor materials procured after the first day of September next thereafter, "*under pretence of enlarging and completing said canals,*" and that the same should then "*be deemed and considered finished and completed.*" The effect of this act was to devolve upon the Canal Commissioners the sole power of finishing the canals after the time thus nominally fixed for their legal "completion," with the consequent duty of providing and maintaining the legal depth of water required for their proper use.

VII.

EFFORTS OF THE CANAL OFFICERS BY DIRECT TAXES TO COMPLETE THE
ENLARGEMENTS WITH SEVEN FEET DEPTH OF WATER.

	Erie Enlarge- ment.	Oswego.	Cayuga and Seneca.	Expended on all Canals.	Surplus Tolls.	Canal Debt at close of Year.
1863,	\$163,089	\$65,293	\$44,293	\$545,623	\$4,347,618	\$23,278,470
1864,	376,894	36,703	39,029	948,380	3,317,356	22,441,770
1865,	277,848	136,265	66,334	1,019,611	1,650,091	19,597,395
1866,	185,000	175,256	25,735	1,253,784	2,874,756	18,248,460
1867,	51,825	116,998	4,931	1,515,611	2,830,165	15,733,060
1868,	107,930	142,467	13,500	1,103,460	3,293,301	14,249,960
1869,	15,542	107,408	11,295	1,398,640	2,882,772	12,564,780
1870,	182,711	231,584	111,486	2,864,018	1,161,502	11,966,580
1871,	18,957	121,035	31,505	1,863,849	592,404	11,996,580
1872,	30,126	206,400	29,659	1,846,370	1,000,227	11,396,680
1873,	84,162	107,267	14,165	2,353,974	1,623,286	11,352,880
1874,	108,979	152,460	38,972	2,416,850	1,478,506	10,230,430
"Miscellaneous,"....	255,901	540,694	152,064	....	....	....
	<u>\$1,858,963</u>	<u>\$2,139,880</u>	<u>\$582,968</u>	<u>\$19,130,170</u>	<u>\$27,051,984</u>	<u>....</u>

COST OF THE LATERAL CANALS STATED SEPARATELY, FROM
1830 TO 1874.

[Compiled from the Reports of the Auditor of the Canal Department.]

FOR CONSTRUCTION OF THE FIVE CANALS.

	Chemung.	Crooked Lake.	Chenango.	Black River.	Genesee Valley.	Total of the five Canals.
From 1830 to 1837, inc.	\$347,785	\$140,674	\$2,264,530	\$5,255	\$22,371	\$2,720,078
" 1838 to 1842, "	291,785	2	147,988	1,719,797	3,288,004	5,447,578
" 1843 to 1847, "	35,884	72,948	13,165	105,301	459,482	716,829
" 1848 to 1853, "	93,163	77,968	26,217	751,172	1,266,799	2,215,321
" 1854 to 1858, "	93,688	29,480	74,563	404,458	598,394	1,450,586
" 1859 to 1862, "	268,080	22,282	130,734	343,251	327,251	1,091,706
" 1863 to 1874, "	1,150,878	231,078	3,272,834	1,111,805	1,718,080	7,484,677
	<u>\$2,280,678</u>	<u>\$574,485</u>	<u>\$5,930,034</u>	<u>\$4,501,319</u>	<u>\$7,710,491</u>	<u>\$21,126,732</u>

The Auditor's Report (Assembly Documents of 1874, No. 4) shows the amount of loss in the 26 years ending in 1872, by the excess of cost of ordinary repairs and collection of tolls over the tolls proper of the five canals, as follows :

Chemung.		Crooked Lake.		Chenango.		Black River.		Genesee Valley.
\$1,200,795	....	\$297,091	....	\$1,182,292	....	\$350,148	....	\$1,566,016
Total on the five canals,								\$5,096,345

AMOUNT PAID FROM 1863 TO 1872, INCLUSIVE, FOR "EXTRAORDINARY" RE-
PAIRS AND DAMAGES.

Extra repairs,.....	\$344,676	\$319,685	\$126,550	\$78,472	\$383,001	\$1,253,199
Damages,... ..	162,641	80,902	112,339	85,602	159,559	605,038
TOTAL, EXCLUSIVE OF INTEREST,.....						<u>\$28,081,364</u>

During the greater portion of the term of forty years, through which the cost of construction of these five lateral canals was paid from the Canal Fund, the State was obliged itself to pay interest at the average rate of at least *six* per cent. per annum, paid half yearly, on the large sums needed beyond the surplus revenues from time to time in hand, for prosecuting the enlargement of the trunk canals ; conclusively showing the necessity of loans for nearly, if not quite all of the \$28,081,364 drawn from the Canal Fund to construct and support the lateral canals. It certainly may explain why the Canal Debt, at its *maximum* in 1860, should reach \$27,107,521.

As a matter merely of fiscal account, it cannot be unjust or unreasonable to charge these lateral canals at least *simple* interest at *five* per cent. per annum from the periods shown by the preceding statement, when the various portions of the \$28,081,364 were actually drawn from the treasury of the State.

At that moderate rate, the actual cost was, for princi-	
pal,.....	\$28,081,364
Simple interest at five per cent.,.....	25,227,524
	<u>—————</u>
	\$53,308,888

It is believed that a careful investigation of this branch of the subject by the members of the Chamber of Commerce and of the other commercial bodies associated in the "Conference," will effectually dispel the strange and most erroneous impression entertained in some quarters, that all of our canals, both trunk and lateral, some of them so urgently needed to preserve our Western commerce, could have been constructed and completed in due season, without borrowing any moneys whatever, but solely by using the surplus tolls and revenues of the Erie Canal.

While we may admit, that these lateral canals have conferred a measurable amount of public benefit in stimulating industry and cheapening transportation within the interesting districts which they penetrate, and that they may be considered, to some extent, as parts of a general system, justly distributing common benefits and common burthens, we cannot close our eyes on the undeniable fact, that they have already subtracted more than fifty-three millions from the common treasury of the State. The solution of the difficult question of the just and proper disposition to be made of these canals, is now engaging the anxious attention of the Legislature, with power fortunately divided between the two political parties who must unite in its solution, to find, if possible, some wise and proper measure, which may do justice alike to the counties immediately adjacent to these canals, and at the same time relieve other and less favored portions of the State from the grievous injustice of perpetually paying taxes for works in which they have no interest. It is believed that a careful examination of some of the canals, which have been abandoned in Pennsylvania, Ohio and Indiana, and also in Europe to some extent, will show that the local convenience and peculiar interests of the communities adjacent, have been promoted quite as fully by railways in their vicinity, open for use at all seasons of the year.

The sum total of the expenditures for our whole system of canals, above divided for historical purposes in successive periods, from 1835 to the close of 1874, is as follows :

For the enlargement of the Erie Canal,.....	\$34,365,967
" " " Oswego Canal, (including its first cost, \$601,840,)	5,681,560
For the enlargement of the Cayuga and Seneca Canal, (including its first cost, \$240,751,)	2,090,651
	<hr/>
	\$42,138,178
For the first cost of construction of the five lateral canals, as above stated, (not including interest nor the large deficiency of tolls in paying for repairs and maintenance,)	21,126,732
	<hr/>
	\$63,264,910

The Auditor's Report gives no particulars of any expenditure for

enlarging or improving the Champlain Canal, beyond a single item, stating “the cost of the Erie and Champlain Canals” at \$50,412,710.

It gives the particulars, to some extent, in respect to the cost of certain minor works connected with, and accessory to the trunk canals, being the Oneida Lake Canal, the Oneida River Improvement, the Baldwinsville Canal, the Cayuga Inlet and the Seneca River Towing Path.

It will be sufficient for the present purpose to condense all the canal expenditures for construction under the one general head, presented by the Report of the Auditor, showing that the cost “of all the canals,” from 1835 to the close of 1874, has been....\$67,978,327

This summary statement necessarily leads to the interesting inquiry, How has the State been enabled to meet this immense expenditure?

The answer may be very brief. The State has raised on temporary loans for definite periods less than half of all the moneys needed for the purpose, the greater portion of which it has already repaid, and has paid the residue by the surplus tolls of the canals and the proceeds of direct taxes.

In examining the fiscal history of the canals, it will be necessary carefully to consider the large and repeated reductions in the rates of toll, (and especially on the immense cereal product of our great interior,) as existing in 1835, when the enlargement of the Erie Canal was directed by law, and which have been made for the purposes of commerce.

The rate of \$3 28 per ton on wheat and flour from Buffalo to Albany, existing in 1835, remained unchanged until 1846, when it was reduced to \$2 92. It was again reduced in 1851 to \$2 19; again in 1862 to \$2 11, and lastly in 1870 to \$1 05, at which it still remains, being only 3 $\frac{1}{10}$ cents per bushel.

Without entering at the present time into a laborious computation of the precise amount by which these successive reductions of rate have diminished the total sum which the surplus tolls would have yielded to the Treasury, if the rates existing in 1838 had been retained, it may be safely stated, that while the gross tolls actually received from 1836 to 1874, and during much of the period at the reduced rates, have amounted to..... \$115,378,504 they would have been at least..... 135,378,504

The expenses of repairs, superintendence and collection of tolls, amounting to \$38,721,685, would have remained the same. In a word, the reductions made for purposes of commerce have been, at least,..... \$20,000,000

The cost of all the canals, as stated above, has been. \$67,978,327
The interest paid on loans as stated by the Auditor,
has been..... 37,237,526

\$105,315,385

Of this large amount, for which we have acquired our whole system of canals, nearly two-thirds have been paid without imposing any burthen whatever on the people of this State, merely by applying from time to time the accruing surplus canal tolls, amounting to..... \$76,526,819

The large reductions in the rates for the purposes of commerce, coupled with certain burthens imposed by the Constitution of 1846, and hereinafter stated, have rendered it necessary to lay direct taxes to pay the residue, being..... 28,788,566

The amount of taxes actually imposed and paid between 1846 and 1874 was \$31,386,318, a sum which would have fully sufficed to pay the \$28,788,566, and wholly to extinguish the canal debt, but for the requirements of the Constitution, which imposed upon the canals the duty of paying not only their own proper debt as above stated, but, in addition, the whole of the "General Fund Debt," amounting in 1846 to several millions of dollars, (of which \$3,000,000 had been loaned and was afterwards given to the New-York and Erie Railroad Company,) all of which, with interest from 1846, together with a still further sum of \$200,000 reserved by the Constitution to be paid yearly from the surplus tolls "*to defray the ordinary expenses of the State*," have been taken from the Canal Fund. The actual amounts from 1846 to 1874 thus diverted from the proper revenues of the canals, as shown in the general balance sheet of all the canals, (Table 90 of the Auditor's Report for 1875,) have been :

For the General Fund Debt,	\$13,934,637
For the General Fund, (from which the ordinary expenses of the State are paid,)	2,678,172
	<hr/>
	\$16,612,809

The fiscal consequence has been to postpone the payment of a remnant of the Canal Debt, which was left at the close of 1874 outstanding, to the amount of,..... \$10,230,430
to be paid from the surplus tolls to accrue thereafter.

It is thus seen that \$16,712,808 of the \$31,386,318, levied by direct taxes, was really for general purposes, and for which general taxes might properly and justly be laid, if necessary. So far as the residue of the \$31,386,318 has been applied to the payment of the cost of the canals, it may have given cause of discontent in some portions of the State, but the people of the City of New-York, and indeed of every portion of the State deriving any benefit from the growth or wealth of the metropolis or of our large interior cities, should consider how largely the construction of the trunk canals has augmented the aggregate value of the property to be taxed for general purposes, and lightened the burthen by widening the basis of taxation.

It certainly cannot be denied, that the greatly increased activity imparted to the internal as well as the external commerce of the State,

is due almost exclusively to the construction and the use of our canals and railways, as the great labor-saving machines of interchange and intercourse, annually saving in the cost of transportation, and thereby creating and diffusing yearly, a large amount of wealth. When we see that in the forty years now under review, the assessed valuation of the real and personal property in the State rose from \$528,596,379 in 1835, to \$1,452,309,715 in 1857, and again to \$2,361,950,481 in 1874, we certainly may take courage. Our most timid legislators may even venture to believe and to decide, that we are not only able to deepen the water in our trunk canals, but may also, without dangerously enfeebling the fiscal resources of the State, reduce the descending tolls on wheat to the two cents a bushel, which was expressly specified and predicted as a possible and eventual rate, in the financial report of the Assembly Committee, in 1838.

Whether such a reduction of rate would practically diminish at all the pecuniary amount to be received by the State, and whether the diminution of toll will not be fully compensated by the increased amount to be carried, may depend largely on the saving in cost of transportation to be effected by securing the full legal depth of seven feet of water needed for the advantageous use of the canal by boats, whether drawn by horses or propelled by steam.

From the best attention, which the Committee have been able to devote to the more general inquiry, they see no reason to apprehend that the aggregate amount of cereals now sent from the interior to the port of New-York, either by water ways or railways, is destined to any great or serious diminution, unless the completion of the enlarged rival canals, now in progress in Canada, should eventually permit them to pass large vessels carrying from thirty to forty thousand bushels. We have, in fact, the clearest evidence of a large and gratifying increase in the quantity sent to New-York during the last eight years. In 1866, the amount received was 58,352,367 bushels, which increased to 69,921,579 in 1870; to 82,137,971 in 1873; and to 106,451,081 in 1874; as shown by the valuable tables, nearly ready for publication, by Mr. E. M. WALKER, the able statistician of the New-York Produce Exchange, by whose permission the amount for 1874 is now stated.

	BUSHEL.
The total bushels received at New-York, in 1874, (of which 57,576,377 were carried by railway,) were..	106,451,081
Adding the same amounts which were received at Boston, Philadelphia and Baltimore in 1873, being at—	
Boston,.....	17,805,506
Philadelphia,	24,949,137
Baltimore,.....	19,099,517
	<hr/>
	61,854,160
At Montreal,.....	19,713,529
	<hr/>
	81,597,689
It will show a total of	<hr/> 188,048,77

as the measure of the great commercial prize for which these rival Atlantic ports, with their respective water ways and railways, are now contending.

It will be seen that this amount does not include the receipts at New-Orleans, some portion of which may find its way to New-York. They amounted, in 1868, to 12,360,436 bushels; in 1871, to 15,256,805, and in 1873, to 12,295,333. A large diversion from the valley of the Mississippi into the great basin of the lakes, and thence down the River St. Lawrence, is seen by the table showing the receipts at Montreal, in 1868, to have been 8,358,367 bushels; in 1871, 14,166,066, and in 1873, 19,713,529.

While we must naturally expect the vigorous English-speaking race, now directing the affairs of the "Dominion," to put forth their best efforts (which will be much aided by the gravitation of their great continental river to the ocean) to participate in the immense commerce of the interior of North America, we have no good reason for supposing that the amount carried through New-York will not continue to increase, possibly at a slackened rate, with the increase of the producing population in the United States, and in the consuming population in Europe and elsewhere. The remarkable faculty for incredulity in respect to the commerce of our canals, manifested for many years by many very worthy people, may possibly lead them to apprehend that the power of producing wheat in our country has reached, or will soon reach its "culminating point;" to which it may be simply answered, that our wheat product of the year 1874 exceeded that of any preceding year; and further, that the growing desire of Europe to consume our Indian Corn, has been recently manifested in the significant fact, that the United States, in the year 1871, exported to Europe 9,545,036 bushels, and in the year 1873, 40,465,582 bushels.

When it is also considered, that the total amount of 188,048,770 bushels received at the Atlantic ports in 1874, is less than one-fourth of the actual yearly product in the States north of the Ohio River, in 1870, as shown by the census, it certainly cannot be very visionary or enthusiastic to expect, that if the navigation of the Erie Canal shall be improved so that steam vessels may largely reduce the cost of transportation, the amount it may yearly carry may in due time reach 50,000,000 of bushels, on which the toll, at two cents, would be a million of dollars, exclusive of the tolls on all other property, with an additional million of dollars for every additional 50,000,000 of bushels.

The interesting table, presented by the Auditor, showing in detail the progress of "*the Canal Debt*," exhibits its origin and growth, with its increase and diminution, from the close of 1835 to the present hour. Divided into historical periods, commencing in 1836, with the debt then existing of \$6,326,806, (incurred mainly for lateral canals before that period,) it increased to \$20,713,905 in 1843; was reduced to \$16,215,144 in 1850; and again increased to \$27,107,321 in 1860, when it reached its "culminating point." From that time it is seen first slowly, and soon rapidly descending, under the application of the immense amount of the tolls, (so much ridiculed and

stigmatized in 1839, and for many succeeding years, as wholly “prospective and visionary,”) and by their potent operation finally worn down at the close of 1874 to the nominal remnant of \$10,230,430, at which it now remains for further reduction, as directed by the Constitution. As an act of tardy justice, plainly due to the early advocates of the loans needed to secure the active progress of the enlargement, most of whom now rest from their labors in this lower world which they strove to benefit, it is proper, in their behalf, now to claim and insist, that it was only the lavish and unexpected expenditures on the lateral canals, and the large but wise reductions of the rates of toll to foster the commerce and welfare, not only of our own commercial State, but of the populous and constantly widening group of agricultural States, steadily coming into vigorous and increasing life in the great interior, which prevented the total extinguishment of the Canal Debt “proper” many years ago, without imposing any direct taxation whatever on our people.

It is especially hoped, that when our brethren in the interior States shall fully understand that the more generous and far-seeing policy actually pursued by our State, not only retarded a result so long desired, but has actually imposed upon all the property in every portion of our territory, however remote from the canals or our great commercial cities, a serious amount of direct taxation, they may resolve, in the thoughtful phrase of Scripture, so aptly quoted on another occasion, to “come to *themselves*,” and prosecute no further measures for destroying the railways within their territory, so vitally necessary for cheaply carrying the products of their industry on its way to the seaboard.

The intelligent communities, which have gone out so largely from our Atlantic States, must be fully aware, that apart from the City of New-York and its metropolitan dependencies, no part of the American Union is, or ever can be, more largely and vitally benefited by every practicable improvement in the navigation of our trunk canals, than their own great seat of industry. It needs but a few of the prominent facts to show how largely and unceasingly the Erie Canal, with all its short-comings, at every stage, and amid all the lights and shadows of its eventful progress, has been used by this vast and productive region, during the term of forty years now under review.

The “values” of the property coming from, and of the property sent to those States in return, through the Erie Canal, in the first seven years of this term, from 1836 to 1843, were.... \$129,336,937
 in the ten years from 1843 to 1853, “ 982,637,360
 “ “ “ 1853 to 1863, “ 920,096,598
 “ “ “ 1863 to 1873, “ 1,234,785,099

\$2,985,855,942

and all this, while large and constantly increasing masses of their products and property were seeking the Central and Erie railways.

Without proposing, in the present paper, to examine at large the vast commercial and fiscal results involved in the pending struggle

for pre-eminence between the land and the water routes, it may sufficiently stimulate any proper efforts to save a just portion of revenue for the great canals planned by the wisdom of our fathers, to state, that during the last ten years in which the Erie Canal carried this last named amount of \$1,234,785,099, the Erie and the Central railways carried in the aggregate, 69,728,732 of tons of freight, including both "way" and "through," showing an average of 6,972,873 tons annually. A ton of wheat contains thirty-three and one-third bushels, and a single boat of the size now in use, making six round trips in the season of navigation, cannot carry yearly more than 45,000 bushels, from which it will be seen, that if 45,000,000 of bushels should, for any reason, be added to the quantity yearly carried on the canal, it would acquire an accession of at least 1,000 boats, to the number now in use. On the other hand, if the introduction of steam, with increased speed of movement, should double the number of voyages in the year, five hundred steam vessels might be adequate to the work, and until a further increase of the quantity to be carried. Practically, several years must be devoted to the building of steam vessels, before they can injuriously interfere with the horse boats now in use.

It is hoped, that the preceding statement and explanation of the facts, may aid the members of the Chamber of Commerce of the State of New-York, and of its associated commercial bodies, in examining the question, how far it is necessary or expedient, at present, to abolish or largely reduce the tolls on the canals.

It is evident that the question is not one merely of finance, but that the highest considerations, both of finance and of commerce, are involved in the establishment of such rates of toll as may preserve the commerce itself. That complex measure is itself vitally involved in the inquiry, how far, and how soon, the efficiency of the canals can be so far increased by securing to them the depth of seven feet of water prescribed by law, and the original and fundamental plan of the enlargement, as to justify the State in retaining a portion of the tolls, at least enough to secure the very deepening, which has now become so plainly necessary.

With this view, the Committee will proceed to furnish the statement, specially directed by the Chamber, of "the legislation "and the official action of the canal authorities during the last "sixteen years, in respect to the depth of water in the Erie Canal."

From the year 1810, and up to the adoption of the Constitution of 1846, the sole management, direction and construction of the canals had been entrusted to a Board consisting, first, of five, and afterwards of six Canal Commissioners, appointed by concurrent resolution or joint ballot of the Senate and Assembly. The framers of the Constitution of 1846, in seeking to reform our canal policy and finances, provided that three Canal Commissioners should be chosen by the people of the State at the general election, and should hold their offices respectively for three years. Fortunately, however, the provision was added, that their "powers and

duties should be such" as then were, or thereafter should be prescribed by law. The latter clause may, if it has not already, become very important, in enabling the Legislature, (without the difficulty and delay of an amendment to the Constitution, requiring a popular vote, which might be defeated by the devices of interested and scheming canal contractors,) to prescribe any definition or limitation of those powers or duties, which, in the unfinished, incoherent and fragmentary condition of the canals at present, having no common executive head, and menaced by powerful and enterprising rivals, may be deemed necessary to secure the systematic, efficient and judicious management, so plainly needed for preserving the commerce of the State from further diversion.

In July, 1868, the death of one of the Canal Commissioners having left a temporary vacancy in the office, the writer of the present paper, who had filled the office of Canal Commissioner from 1839 to 1842, was appointed to fill the place until the 1st of January thereafter, by JOHN A. KING, the Governor of the State. This interval of nearly six months afforded some opportunity for ascertaining the general condition of the canals. It was soon discovered that the Erie Canal, the enlargement of which had been supposed to be nearly completed, had not a uniform depth even of *six* feet of water, to which it had been limited during the progress of the enlargement, causing great dissatisfaction, delay and loss to the numerous persons engaged or interested in its navigation.

In the month of August of the year 1858, an earnest and well considered effort was made by some of the enterprising citizens of Buffalo, to introduce steam navigation on the Erie Canal, during which a considerable collection of boats, some of them propelled by steam, took part in an elaborate "Steam Canal Celebration," attended by Governor KING and other State officials. It commenced at Rochester and terminated at Buffalo, where the event was formally signalized by a general illumination of the city. After several voyages by some of the canal steamers, struggling with the difficulties of a new undertaking, the enterprise was brought to an end, partly by the expense of the fuel required for the propelling power, and the want of adequate room in the boat for a "paying" cargo, but more especially by the frequent and vexatious obstructions in the channel, and the irregularities and protuberances of the uneven bottom of the canal, which either had been left unexcavated, or had been allowed to be filled up by earth washed in from the sides.

The powers and duties of the temporary incumbent expired on the first of January, 1859, but he remained at Albany long enough to assist in preparing the customary Annual Report of the Canal Commissioners. With the concurrence of one of his colleagues, he deemed it proper in that document, among other statements and suggestions, to make the following:

"The effect already produced on the commerce and navigation of the Erie Canal in the increase of business and diminution of the price of freight, by deepening it to six feet, as was done last spring, has been very striking and encouraging—but it will be greatly en-

hanced, by adding the additional foot, according to the settled plan of the enlargement. The depth of water now permitted to the boats in the channel of six feet, is necessarily limited to five feet, or sixty inches. A boat of the full size weighs about sixty tons, and displaces fifteen inches of water, leaving but forty-five inches for submergence by the cargo. With an additional foot of water, that submergence may be increased from forty-five to fifty-seven inches, or twenty-six per cent., increasing the amount of the cargo in the same proportion. Requiring very little additional power for its traction or propulsion, the twelve inches or twenty-six per cent. gained will operate as a bounty or premium to that extent to the navigator.

“The heaviest cargo weighed during the year 1858 at the weigh lock at Rochester, consisted of staves, weighing $198\frac{1}{2}$ tons; but the cargoes of the boats carrying flour and wheat do not generally exceed 175 or 180 tons. The 180 tons now carried by the boat drawing five feet of water, will be increased to 228 tons when drawing six, and the price of freight may be correspondingly reduced. We need hardly expatiate on the inevitable effect of such a saving, in enabling the canal to regain at least the bulkiest portions of its lost commerce. *In the vital struggle with the potent and vigorously directed engine of commerce at its side, and now pressing it to the utmost, a few cents saved in a ton may be decisive of the issue.* It will be a *fatal mistake* in such an emergency to take counsel from any but the real friends of the canal, or to listen to any suggestion from any quarter, that its commerce and navigation do not need this additional foot, or that it may be safely or wisely postponed. The canal never needed it more. It needs it now—immediately—without any delay, with all practicable dispatch; and no canal officer nor State officer is loyal to his trust that seeks to prevent it. *The highest principles of commercial policy may forbid the taxing of the rival railway,* but those principles equally require the State, without delay, to impart to its own channel of commerce and transport its utmost capacity and value.

“The advantage of using steam in the navigation of the canal is no longer a matter of question. Experiments made during the last season, embarrassed, however, by difficulties, which were only temporary, clearly proves what experience on other canals, both in this country and in Europe, had already established, that steam vessels may be used without injury to the banks or other structures of the canal, and at a rate of speed allowing the vessel to *double the number of its annual voyages.*

“In view, however, of this important revolution in the navigation of the canal, it will be especially necessary to preserve it from breaches, interruptions or irregularities of any kind, and especially to ensure a constant and uniform supply of water. The management of the mechanism of the canal with this new power will demand a high degree of skill and intelligence, and its general policy would be greatly improved in this and many other important respects by the employment of a General Superintendent of Navigation and Repairs, of approved ability and integrity, and vested with

sufficient authority. It might possibly be thought advisable to relieve one of the Canal Commissioners from any other duty, and to assign him especially to this.*

“The views above presented in respect to the Erie Canal apply with equal force to the Oswego Canal, which deserves, if only as a trunk line, connecting the seaboard with Canada, to be placed in all respects on an equality with the Erie Canal. Occupying the position which it does, so near the outlet of Lake Ontario, it must always exert an important and commanding influence in preventing the diversion down the St. Lawrence of that part of the western commerce finding its way to the lake.

“The official tables show that our canal trade is quite as much exposed to diversion from that quarter as from the channels of commerce in Pennsylvania and Maryland.

“Were this the fitting occasion, it would not be difficult to show the enormous loss, in needless movements of boats, by the delay in former years to finish the enlargement. But our duty now is to look ahead, and to discern the demonstrable truth, that by giving the canal the additional foot of water we shall increase the present saving precisely in the ratio of the increase in the cargo.

“The canals of the State have cost, exclusive of interest, fifty-four millions eight hundred thousand dollars. They have added hundreds of millions of dollars to the property of the State. The City of New-York alone could well afford to pay for them all, and give them to the State free from debt. For all this vast and magnificent series of works, dealing yearly with property by hundreds of millions, the people of the State during the last forty-two years, embracing nearly two generations, have paid in taxes, to the Canal Fund, the sum of two millions nine hundred and thirty-six thousand six hundred and twenty-three dollars, and not another dollar. Can they not now afford, after being so greatly enriched, and yet so slightly burthened, to pay a single million, or even two millions, if necessary, to finish their two great trunk lines, and thereby add to the permanent revenues of the State an annual amount exceeding at least five-fold the interest on the tax, and save the necessity of any further burthen? And if that tax be deemed too onerous, will not the people at least consent to advance it for a single year, with a proper provision for its speedy re-payment?

“The amount expended on the Erie enlargement now amounts to \$29,800,000. The highest estimate of the State Engineer for its full completion is but \$995,000, and this includes at least \$200,000

* These suggestions, made in 1859, would need but little change if now extended to the greater exigencies of the canal in 1875.

The annual message of Governor TILDEN, in January, 1875, in a clear and able analysis of the canal as a labor-saving machine, points out the channel, the locks, the boat, the depth of water, and the rate of speed, as the component parts of its labor-saving power. To these elements might well be added, the very important factor in the brain, which directs the action of the machine, and systematically regulates the skillful and economical management of the canal, its navigation and repairs. The rival railways possess that element in a high degree, in the experience and skill of those who direct their management and use, and their constant and systematic supervision by one common executive head.

for work not immediately necessary. The amount estimated for the Oswego enlargement is but \$333,000, so that little more than a million will be needed to complete these two great trunk lines. Can it be possible that the people will hesitate cheerfully to contribute this amount, or will think it wise to creep along and spread over several years, the work which they are able and willing to finish in a single season? Will they not see and feel, that this temporary tax is rendered necessary, only to impart to the canal its full capacity, and enable it successfully to compete with the rival at its side? Is it not emphatically their own canal—source of their wealth—type of their intelligence—organ of their power—the pride and glory of their ancestors—a sacred and precious inheritance, to be cherished and preserved for ever? Will they, can they now abandon it, just on the eve of its second birth, with new and vastly invigorated life and power?" * * *

"In obedience to the statute requiring the Canal Commissioners to recommend such measures as they may deem the public interests to require, the undersigned would respectfully suggest the following :

" 1. That a tax be laid of a mill on the dollar, and applied to the completion, first, of the enlargement of the Erie and Oswego Canals ; and next, to the other unfinished works in just proportions.

" 2. That \$400,000 of that amount be applied, without delay, to the obtaining a channel of seven feet water for the Erie Canal by the opening of navigation in the coming spring, or as soon afterwards as practicable.

" 3. That interest be paid on any claims due for work done, or lands or buildings taken for the use of the canals.

" 4. That until the revenues can be rendered sufficient, by increasing the capacity of the canals or otherwise, to pay the interest on the existing debt, the deficiency be annually ascertained by the Canal Board, and levied by tax without further legislation.

" 5. That an amendment to the Constitution be submitted to the people, allowing the Legislature to borrow the amount necessary to discharge all existing claims on the canals, and to pay for their completion ; with such a sinking fund as shall suffice to pay the interest and extinguish the principal within a term not exceeding twenty-five or thirty years."

It is a gratifying portion of our canal history, that the appeal thus made in 1859 to secure additional funds for completing the enlargement of the canals, and above all, for securing, without undue delay, their full, legal depth of water, was received with such decided favor that the Legislature passed an act on the 6th of April, 1859, laying a direct tax of five-eighths of a mill on the dollar, and from the proceeds appropriating \$617,405 for the enlargement of the Erie,

the Oswego, the Cayuga and Seneca Canals. This sum having been found insufficient, a further act was passed on the 6th of April, 1860, imposing a further tax of half a mill on the dollar for two years, and appropriating \$1,113,117 for the three enlargements, and expressly "to furnish an additional and ample supply of water on the "Rome level," (where it was peculiarly needed,) "sufficient to make "it at all times seven feet deep."

In the Legislature of 1859, a great desire was manifested to ascertain without delay the extent of the obstructions in the canals, and to obtain some definite information for estimating at least approximately the probable cost of securing the seven feet depth of water, and especially for ascertaining, by some unerring test, whether any considerable portions of the quantities required to be excavated for completing the enlargement to the prescribed depth, and paid for as having been completed, had been fraudulently or carelessly left unexcavated in the bottom of the canals. It led to the passage of an act on the 19th of April, 1859, on the recommendation of many of the canal navigators at Buffalo, and sustained by the persevering efforts of the Hon. E. S. PROSSER, of that city, and then a member of the Senate, in which act a sagacious and stringent section was inserted in respect to the powers and duties of the Canal Commissioners, in the following words:

CHAP. 495.

AN ACT PRESCRIBING THE POWERS AND DUTIES IN CERTAIN CASES OF THE CANAL BOARD, THE CANAL COMMISSIONERS AND OTHER OFFICERS WHOSE DUTIES RELATE TO THE CANALS OF THIS STATE.

Passed April 19, 1859 ; three-fifths being present.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows :

* * * * *

§ 9. So long as any canal in this State shall be let and under contract,* to be kept in repairs in pursuance of law, it shall be the duty of the Canal Commissioners to cause a boat to be laden so as to draw at least four inches more water than other boats are permitted to draw ; such boat so laden shall be run through the whole length of such canal, as often as once in thirty days, day and night, and be weighed and measured at every weigh lock, and the weight of cargo and draft of water stated on the clearance ; a report of every such trip or passage shall be made to the Auditor of the Canal Department without delay, accompanied by a full copy of the clearance and the indorsements thereon, and a statement of all the delays occasioned by obstructions in the navigation, or want of water, and the cause thereof. The Auditor shall keep a full record

* The Erie Canal was thus let and under contract for repairs for some time before the passage of the act, until the close of the year 1873.

of all such reports, and monthly publish a brief statement of the same in the State paper.

In obedience to the requirements of this act, the Canal Commissioners, after a delay of more than a year, appointed THOMAS COLDEN RUGGLES, a civil engineer of experience and ability, and of singular activity and perseverance, to personally supervise and direct three of the monthly trial trips, in boats specially laden as specified in the law. Of these three trips, one was made during the season of navigation of 1860, and the other two in the succeeding season of 1861. The particulars of each, specifying the soundings made, the impediments encountered, and the delays experienced, were fully reported to the Canal Auditor, who published one or more of the reports in the State paper. The soundings were easily and inexpensively made by means of an instrument designed by the Engineer, and attached to the side of the boat nearest to the middle of the channel, which indicated, on a graduated plate or face, the exact depth of every running foot of the canal, 345 miles in length. The expense paid by the State for each of the trial trips did not exceed two hundred and fifty dollars. The boats being duly laden, as directed by the act, drew five feet and ten inches of water.

A copy of the report in respect to the last of the three trips, which was made in September, 1861, was printed with the Annual Report made by the Canal Commissioners in January, 1862. (Assembly Documents of 1862, No. 9.) That report of the Engineer is now reprinted with the present paper for the particular examination and information of the members of the Chamber of Commerce and others who may be engaged or interested in the navigation of the canals, or in the history of their progress.

For the general purpose of the present paper, which is to furnish all the attainable information in respect to the extent of the obstacles preventing the State and the country from obtaining the great boon of seven feet of water, the main subject of the struggle of the last forty years, it may be enough to point to that portion of the report which condenses details and technical portions in the general statement, that of the 345 miles of the Erie Canal, the depth of water in September, 1861, was found to be as follows:

In various portions and in various localities, having an aggregate lineal length of 19 miles, the depth of water varied from $5\frac{8}{10}$ feet to $6\frac{3}{10}$ feet;

In other portions, having an aggregate lineal length of 80 miles, from $6\frac{3}{10}$ feet to $6\frac{7}{10}$ feet;

In other portions, having an aggregate lineal length of 245 miles, from $6\frac{7}{10}$ feet to the full seven feet prescribed by law, and the fundamental plan of the enlargement. These data for a channel 70 feet wide on the surface, and $52\frac{1}{2}$ feet wide on the bottom, would enable any competent mathematician to make at least an approximate estimate of the cubic contents necessary to be removed, to procure an unobstructed channel of seven feet, apart from the narrow "benches," or steps, on the slopes of each side of portions of the canal, about four feet wide and three feet high, and

which have appeared for so many years on the statute books and elsewhere, as the principal impediments to the deepening of the canal.

In a recent application to the Canal Auditor, asking whether there were any maps, surveys, or other information in his office, which would furnish the means of estimating the approximate cost of removing from the canal all the impediments to its use with seven feet of water, and what monthly trial trips, directed by the act of 1859, had been reported to his office, he states, that no such information there exists, and that no such trial trips had been reported since September, 1861. Copies of the application and of the answer are appended to the present paper, to justify the resolutions passed by the Chamber of Commerce, and some of its associated commercial bodies, and transmitted to the Legislature now in session, asking that a proper survey of the canals, showing the present extent of these impediments to its navigation, may be made without delay.

Such a survey has been made peculiarly necessary for the last twelve years by the very remarkable act of declaratory legislation passed on the 10th of April, 1862, during the very session of the Legislature to which the published report of the trial trip of September, 1861, had been presented, by which act, and in the face of all the evidence then existing, since confirmed by the twelve succeeding years of large expenditure, it was deliberately declared that the enlargement and completion of all the canals of the State, as contemplated by the Constitution, should "*be deemed and considered finished and completed* on or before the first day of September next, after the passage of the act."

The act is as follows:

CHAP. 169.

AN ACT RELATING TO THE ENLARGEMENT AND COMPLETION OF THE CANALS OF THIS STATE, AND TO REDUCE THE NUMBER AND REGULATE THE EMPLOYMENT OF ENGINEERS THEREON.

Passed April 10, 1862; three-fifths being present.

The People of the State of New-York, represented in Senate and Assembly, do enact as follows:

SECTION 1. All contracts for the enlargement and completion of the canals of this State, as contemplated by section three of article seven of the Constitution, and not hereinafter provided for, shall be executed and performed in accordance with the plans, maps and specifications heretofore prescribed and adopted, on or before the first day of September next after the passage of this act, and the accounts for the said enlargement and completion shall be closed as soon thereafter as may be, and no more work shall thereafter be done, or materials procured, under pretence of enlarging and completing said canals, and the same shall be deemed and considered finished and completed, and from that time all the powers and

authority of the contracting Board in relation to the enlargement, completion and construction of such canal shall cease.

§ 2. After the passage of this act the Canal Board shall not have power to change the plan of finishing and completing the work of enlarging and completing said canals as heretofore fixed and determined by the resolutions of said Board; nor shall the said Board have the power to change the plan of construction of a completed canal, its banks, locks, waste wiers, culverts, bridges, or any other structure or matter or thing connected therewith, except to allow and certify to such works of extraordinary repairs and improvements in a completed canal as is contemplated by the existing statutes of the State.

§ 3 and § 4 reduces engineer force to one engineer and one assistant engineer upon each division of the canals, except in cases specified.

§ 5. The services and duties performed by the said engineers shall be such as relate strictly to the repairs and maintenance of the completed canals of the State, and the compensations allowed and expenses incurred under the provisions of this act, shall be paid out of the appropriation for superintendence, collection and ordinary repairs of the canals.

§ 6. The limitation fixed by the first section of this act for closing the construction accounts and contracts for work on the canals of this State, shall not apply to the work now in progress on the Champlain Canal and Glens Falls Feeder, authorized by the act entitled "An act to provide the means for the completion of the canals of this State, and fully supply them with water, and for other purposes," passed April ninth, eighteen hundred and sixty, nor to any work on the said canal and feeder under the authority of said act.

§ 7. This act shall take effect immediately.

The real object of the act can hardly be mistaken. It prevented any further surveys by the Engineers conversant with the details, to determine whether any portions of the canal in which the impediments existed, and which had been paid for as completed, had ever been fully excavated in fact, and it further committed to the Canal Commissioners and the superintendents under their direction, the sole power and duty of completing, under the guise of repairs, ordinary and extraordinary, all the unfinished portions of the enlargements.

The results of such a grant of power are seen in the

Auditor's Report of 1875, which shows that the expenditures on the "enlargement" of the Erie Canal alone, in the twelve years since 1862, were	-	-	\$1,858,963
and that the ordinary repairs during the same period were	-	-	6,579,577
			<hr/>
			\$8,438,640

The expenditures for ordinary repairs each year are shown by the following table:

Amounts expended yearly, from 1863 to 1874, (both inclusive,) for "ordinary repairs" of the Erie Canal, by Superintendents and Canal Commissioners, and by the Contractors for Repairs, as stated in Report of the Auditor of the Canal Department, January 5, 1875. [Assembly Document of 1875, No. 4, page 85.]

	By Canal Commissioners and the several Superintendents of the 14 Canal Sections.	By Contractors for Repairs.	Total.
1863,.....	\$59,172 97	\$174,864 37	\$234,037 34
1864,.....	158,942 85	211,594 89	370,537 74
1865,.....	286,733 51	421,839 54	708,573 05
1866,.....	232,544 25	333,754 41	566,298 66
1867,.....	36,933 36	352,421 79	389,355 15
1868,.....	166 02	362,824 85	362,990 87
1869,.....	19,137 01	472,759 89	491,896 90
1870,.....	212,880 16	444,636 41	657,516 57
1871,.....	432,563 33	402,419 28	834,982 61
1872,.....	424,766 59	307,451 14	732,217 73
1873,.....	592,928 83	19,057 00	611,985 83
1874,.....	609,284 82	9,900 00	619,184 82
	<hr/>	<hr/>	<hr/>
	\$3,066,053 70	\$3,513,523 57	\$6,579,577 27

In addition to these unchecked, enormous and irresponsible outlays of the money of the State, yielding results so inadequate in remedying the vital evil, which it has so long suffered, in the want of a regular and unobstructed channel of the proper legal depth, and needed for circulating the very life-blood of our great artery of commerce, millions more have been expended, under the indefinite and elastic head, so liable to abuse, of "Extraordinary Repairs."

The Committee of the Chamber of Commerce of the State of New-York, while they have no wish or disposition to undervalue the personal intelligence or fidelity of many of the public officers now managing the canals, must be permitted to say, that the commercial classes of our great metropolis cannot, and will not, be satisfied with any general official assurance, that the navigation of the canals during the past year, with the comparatively shallow water to which it has been limited, has been free from interruption.

What commerce now wants, and must have, is the full seven feet—the "*honest* seven feet"—so clearly and ably urged in the Annual Message of Governor TILDEN. What commerce does not want, and will no longer quietly endure, is the melancholy and daily spectacle, of our enormous canal fleets, measured by acres and by miles, with enlarged boats, numbered by thousands, each having nearly double the capacity of the ocean vessel which first discovered America, "dragging along," in the descriptive and well chosen

words of the Governor, “over the *skim* of water, where there “should be a *body* of water, larger and deeper even than was intended in the original project.”

In conclusion, the Committee can only express the hope, that the remarkable condition of our great channel of trade, so vividly depicted by the Governor, and the still more remarkable fiscal fact, that the expenditure of nearly forty millions of dollars in the last forty years has not yet sufficed to secure the full depth of water, so long promised to the State and the country, and for which the tax-payers throughout all our limits have so largely and loyally, and even cheerfully contributed—will at once arrest the earnest attention of the Legislature, providentially divided into parties, neither of which can be willing, or can safely afford, to neglect to remedy such an evil.

It certainly does not fall within the province or the powers of any of the large commercial bodies represented in the “Conference” in our commercial metropolis, to prosecute any investigation seeking to discover and expose the origin and the progress of the chronic malady with which our commerce is thus afflicted, but they will all rejoice to learn, that it is now engaging the thoughtful and vigilant attention of the Executive Head of the State. Whatever may be the results of any investigation, instituted by himself, or by the Legislature, the common sense and practical experience of the commercial classes will lead them unerringly to trace the evil in all its ramifications, directly or indirectly, to the one, single, and all-sufficient cause, in the anomalous and senseless canal organization, which seeks to create an organic body, with sufficient organic powers, without any organic head. It is a monstrosity that our enlightened State can no longer tolerate. The depredations to be brought to light may possibly amount to many millions, irrecoverably lost to the Treasury; but whatever may be the amount, it will have been cheaply spent, if we can now secure for our great canals, which may continue for many coming ages to strengthen and enrich the State, the priceless blessing of a systematic, honest and economical management, under the constant supervision of a single responsible head.

In behalf of the Committee, respectfully submitted.

(Signed,)

SAMUEL B. RUGGLES,
Chairman.

CHAMBER OF COMMERCE,
NEW-YORK, *March 15, 1875.*

The President, pursuant to the By-Laws, appointed Messrs. GEORGE A. JARVIS and WILLIAM M. VERMILYE a Committee to audit the accounts of the Treasurer of the Chamber for the current year.

COMMUNICATIONS.

A communication was read from the New-York Produce Exchange, dated March 27th, 1875, inviting the members of the

Chamber of Commerce to participate in the mass meeting to be held at the Exchange this day, at 2 P. M., to approve of the action of Governor TILDEN in exposing the frauds committed in the administration of the State Canals; also, to endorse the recommendation of the Canal Board for reducing the tolls the coming season. The invitation was unanimously accepted, and the communication ordered to be placed on file.

The Chamber then adjourned.

R O L L O F M E M B E R S

OF THE

CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK,

ALPHABETICALLY ARRANGED,

WITH DATES OF ELECTION, AND THEIR PLACE OF BUSINESS ON THE
30TH OF APRIL, 1875.

A.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1866, February	1, Abernethy, Charles,.....	448 Broadway.
1874, December	3, Ackerman, Bernard L.,.....	317 W. 44th-street.
1872, January	4, Acton, Thomas C.,.....	32 Wall-street.
1870, December	1, Adams, Henry,.....	16 Greene-street.
1866, November	1, Adams, William, Jr.,.....	33 Wall-street.
1856, May	1, Agnew, John T.,.....	284 Front-street.
1859, December	1, Allen, Hugh,.....	91 Wall-street.
1860, February	2, Almy, Albert H.,.....	42 Broad-street.
1867, December	5, Almy, John H.,.....	42 Broad-street.
1837, January	4, Alsop, Joseph W.,.....	48 South-street.
1860, April	5, Amy, Henry,.....	21 Nassau-street.
1867, October	3, Andrews, William L.,.....	61 Cliff-street.
1872, December	5, Anthony, James L.,.....	54 William-street.
1865, July	6, Apgar, Levi,.....	187 Greenwich-street.
1857, October	1, Appleton, Daniel S.,.....	551 Broadway.
1874, December	3, Appleton, William H.,.....	551 Broadway.
1867, September	5, Armour, Alexander W.,.....	65 Wall-street.
1867, October	3, Armour, Paul J.,.....	29 William-street.
1861, September	5, Arnold, Benjamin G.,.....	125 Front-street.
1856, November	6, Aspinwall, Lloyd,.....	54 South-street.
1872, November	7, Auchincloss, Hugh,.....	47 White-street.
1859, June	2, Auchincloss, John,.....	47 White-street.
1822, May	7, Aymar, Benjamin,.....	(Res.) 80 Fifth Avenue.

B,

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1852, June	1, Babcock, Samuel D.,.....	50 Wall-street.
1873, November	6, Bacon, Alonzo P.,.....	177 West-street.
1866, June	7, Bacon, Daniel G.,	125 Pearl street.
1873, April	3, Bacon, Francis M.,.....	96 Franklin-street.
1874, October	1, Baker, Benjamin P.,.....	101 Pearl-street.
1865, November	2, Baker, Francis,.....	81 Thomas-street.
1865, October	5, Baldwin, Christopher C.,.....	43 Worth-street.
1865, July	6, Baldwin, Nathan A.,.....	548 Broadway.
1859, June	2, Balen, Peter,.....	115 Pearl-street.
1867, February	7, Banks, David,.....	144 Nassau-street.
1871, June	1, Barling, Henry A.,.....	46 South-street.
1865, April	27, Barnes, Alfred S.,.....	113 William-street.
1860, May	3, Barnes, Demas,.....	21 Park Row.
1870, October	6, Barnes, J. Sanford,.....	41 Cedar-street.
1865, October	5, Barr, Thomas T.,.....	114 Water-street.
1874, December	3, Barron, James S.,.....	280 Washington-street.
1874, October	1, Barry, Antoine,.....	99 Pearl-street.
1825, September	6, Barstow, Caleb,.....	26 Burling Slip.
1860, May	3, Bates, Martin,.....	491 Broome-street.
1864, March	17, Baxter, Archibald,.....	17 Broadway.
1860, November	1, Baylis, Abraham B.,.....	17 William-street.
1862, May	1, Baylis, Charles S.,.....	80 South-street.
1865, October	5, Beale, George W.,.....	77 Reade-street.
1865, October	5, Beard, Sylvester M.,.....	279 Front-street.
1852, May	4, Beebe, Charles E.,.....	104 Wall-street.
1863, July	2, Beebe, William J.,.....	104 Wall-street.
1874, December	3, Beecher, John S.,.....	98 Front-street.
1856, June	5, Bell, Richard,.....	61 Wall-street.
1862, December	4, Bell, William,.....	24 Broadway.
1865, October	5, Bend, George H.,.....	30 New-street.
1868, May	7, Benedict, James H.,.....	33 New-street.
1863, July	2, Bentley, Norman S.,... ..	75 Front-street.
1862, August	7, Berdell, Robert H.,.....	43 New-street.
1864, March	17, Bibby, Edward A.,.....	54 Wall-street.
1868, February	6, Bixby, Butler H.,.....	56 Greenwich-street.
1865, July	6, Bixby, Francis M.,.....	409 Greenwich-street.
1872, November	7, Blake, Arthur W.,.....	52 Wall-street.
1862, June	5, Blake, Stanton,.....	52 Wall-street.
1871, April	6, Blennerhassett, Herman,....	25 Pine street.
1871, November	2, Bliss, Cornelius N.,.....	119 Duane-street.
1863, September	3, Bliss, George,.....	1 Broad-street.
1870, December	1, Bliven, Charles,.....	243 Pearl-street.
1863, March	5, Blodgett, William T.,.....	252 Pearl-street.
1842, April	5, Blunt, George W.,.....	40 Burling Slip.
1874, November	5, Booraem, William E.,.....	22 Vesey-street.
1871, January	5, Borden, M. C. D.,.....	65 Worth-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1858, June	3, Borden, William,	71 West-street.
1872, March	7, Bors, Christian,.....	18 Exchange Place.
1859, August	4, Botassi, Demetrius N.,.....	89 Pearl-street.
1865, April	27, Boyd, James R.,.....	3 William-street.
1875, January	7, Boynton, Nathaniel A.,.....	234 Water-street.
1866, February	1, Bradford, George P.,.....	623 Broadway.
1865, July	6, Bradford, Samuel D.,.....	(Res.) 19 East 22d-street.
1866, December	6, Braker, Conrad, Jr.,.....	215 Pearl-street.
1870, January	6, Brett, Gustavus A.,.....	43 South-street.
1843, October	3, Brower, John H.,.....	45 South-street.
1865, July	6, Brown, Edwin J.,.....	64 Broadway.
1840, June	2, Brown, Francis,.....	139 Front-street.
1874, December	3, Brown, George,.....	168 Monroe-street.
1827, September	4, Brown, James,.....	59 Wall-street.
1859, May	5, Brown, James M.,.....	59 Wall-street.
1874, April	2, Brown, Joseph H.,.....	542 Broadway.
1866, September	6, Brown, Lemuel,.....	Old Slip, cor. Water-st.
1834, December	2, Brown, Stewart,.....	59 Wall-street.
1874, December	3, Brown, Waldron P.,.....	59 Wall-street.
1867, September	5, Brownell, John L.,.....	28 Broad-street.
1856, June	5, Bryce, James,.....	29 Chambers-street.
1866, September	6, Bryce, Thomas Tileston,.....	29 Chambers-street.
1856, June	5, Bryce, William,.....	29 Chambers-street.
1865, July	6, Bryson, Peter M.,.....	45 Wall-street.
1864, January	7, Bull, Henry K.,.....	177 Water-street.
1864, July	7, Bullard, John,.....	14 Ferry-street.
1871, December	7, Bunce, Seymour A.,.....	58 Bowery.
1862, November	6, Burdett, Charles P.,.....	174 Water-street.
1865, October	5, Burdick, Samuel C.,.....	109 Wall-street.
1852, May	4, Burkhalter, Charles,.....	188 Chambers-street.
1862, March	6, Burlage, Rudolph C.,.....	45 Exchange Place.
1863, April	2, Burns, Walter H.,.....	11 Pine-street.
1859, April	7, Burns, William C.,.....	11 Pine-street.
1865, July	6, Bussing, Robert S.,.....	142 Montague-st., Brooklyn.
1861, June	6, Butler, Charles,.....	12 Wall-street.
1865, October	5, Butler, Richard,.....	107 Chambers-street.
1875, January	7, Buys, Cornelius,.....	113 Water-street.
1873, May	1, Byers, John,.....	62 Leonard-street.

C.

1855, July	5, Caldwell, Samuel B.,.....	....
1865, July	6, Calhoun, Philo C.,.....	14 Nassau-street.
1859, May	5, Camp, Calvin B.,.....	142 Pearl-street.
1865, July	6, Camp, William A.,.....	48 Wall-street.
1874, April	2, Campbell, William,.....	112 Franklin-street.
1865, July	6, Cardozo, Abram H.,.....	128 Pearl-street.
1859, October	6, Carey, Stephen W.,.....	60 Beaver-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1866, June	7, Cargill, Henry A.,.....	....
1865, July	6, Carlile, Horace D.,.....	4 Cedar-street.
1855, April	5, Carlile, Nathaniel D.,.....	4 Cedar-street.
1865, July	6, Carpenter, George O.,.....	39 Broadway.
1865, October	5, Carter, Oliver S.,.....	140 Pearl-street.
1864, February	4, Carver, Benjamin,.....	30 South-street.
1865, October	5, Cary, Lucius E.,.....	90 Pine-street.
1820, March	7, Cary, William F.,.....	90 Pine-street.
1859, March	3, Cary, William F., Jr.,.....	90 Pine-street.
1865, July	6, Case, Robert L.,.....	31 Pine-street.
1859, January	6, Case, Watson E.,.....	16 Wall-street.
1865, July	6, Castree, John,.....	287 Greenwich-street.
1866, March	1, Catlin, N. W. Stuyvesant,...	45 Wall-street.
1862, May	1, Caylus, Ernest,.....	57 Beaver-street.
1865, October	5, Chandler, Nathan,.....	8 Wall-street.
1875, February	4, Chapin, Myron H.,.....	18 Mercer-street.
1865, July	6, Chapman, George,.....	70 Worth-street.
1860, November	1, Chauncey, Frederick,.....	48 South-street.
1866, September	6, Childs, D. Alonzo,....	22 Pine-street.
1865, March	2, Chittenden, Lucius E.,.....	(Res.) 25 West 38th-street.
1856, June	5, Chittenden, Simeon B.,.....	328 Broadway.
1858, August	5, Cisco, John J.,.....	59 Wall-street.
1865, April	27, Claffin, Horace B.,.....	140 Church-street.
1855, October	4, Clapp, Wellington,.....	66 Broadway.
1863, July	2, Clark, Henry E.,.....	460 Broome-street,
1874, June	4, Clark, John H.,.....	86 West-street.
1861, March	7, Clerke, William B.,.....	25 Broad-street.
1873, April	3, Cleveland, Orestes,.....	Jersey City.
1865, July	6, Clews, Henry,.....	20 Nassau-street.
1873, November	6, Clyde, William P.,.....	6 Bowling Green.
1864, April	7, Cochrane, John,.....	150 Nassau-street.
1866, September	6, Cocks, John D.,	178 Broadway.
1858, October	7, Coddington, Thomas B,.....	27 Cliff-street.
1859, June	2, Coe, George S.,.....	128 Broadway.
1855, July	5, Coffin, Edmund,.....	77 Cedar-street.
1875, January	7, Coffin, I. Sherwood,.....	9 Gold-street.
1875, March	4, Colby, Joseph L.,.....	66 Pearl-street.
1858, April	1, Coleman, Emerson,...	21 Cliff-street.
1858, April	1, Coleman, William T.,	San Francisco.
1861, July	3, Colgate, Samuel,.....	55 John-street.
1866, June	7, Collins, Charles B.,.....	56 Broad-street.
1857, September	3, Conkling, Frederick A.,.....	172 Broadway.
1865, July	6, Constable, James M.,.....	309 Canal-street.
1864, June	2, Cook, John C.,.....	188 Water-street.
1867, September	5, Cooke, Pitt,.....	94 Broadway.
1870, December	1, Cool, Hiram M.,.....	132 Duane-street.
1865, July	6, Coombs, William J.,.....	57 Beekman-street.
1875, February	4, Cooper, Charles P.,.....	93 Pearl-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1868, May	7, Cooper, Edward,.....	17 Burling Slip.
1862, June	5, Cooper, Marvelle W.,.....	346 Broadway.
1859, September	1, Cooper, Peter,.....	17 Burling Slip.
1860, December	6, Corlies, Edmund W.,.....	66½ Pine-street.
1860, January	5, Corning, Ephraim L.,.....	84 South-street.
1859, May	5, Corse, Israel,.....	89 Gold-street.
1856, October	2, Cousinery, Firman,.....	25 South William street.
1859, February	3, Cowdin, Elliot C.,.....	98 Grand-street.
1866, June	7, Cox, James F.,.....	50 Wall-street.
1872, December	5, Crerar, John,.....	52 William-street.
1860, October	4, Crocker, George A.,.....	32 Cliff-street.
1860, October	4, Crocker, William B.,.....	32 Cliff-street.
1866, September	6, Cumming, Speers,.....	91 Gold-street.
1867, December	5, Cummings, Charles P.,.....	72 Broadway.
1873, December	4, Curran, Theodore,.....	8 College Place.
1874, November	5, Curtis, George N.,.....	215 Fulton-street.
1874, November	5, Curtis, Jeremiah,.....	215 Fulton-street.

D.

1860, August	2, Dale, John G.,.....	15 Broadway.
1865, August	3, Daly, John T.,.....	49 New-street.
1870, January	6, Daly, Thomas J.,.....	13 Old Slip.
1871, November	2, Dana, Samuel B.,.....	74 Thomas-street.
1870, December	1, Dannat, William H.,.....	Broome-street, E. R.
1866, May	3, Darling, William A.,.....	(Res.) 9 East 41st-street.
1865, October	5, Davis, Christy,.....	88 Reade-street.
1875, February	4, Davis, William H.,.....	15 Dey-street.
1859, March	3, Davison, Edward F.,.....	128 Pearl-street.
1866, January	4, Davol, John,.....	100 John-street.
1872, November	7, Dean, James E.,.....	324 Broadway.
1865, November	2, Dearborn, David B.,.....	64 Beaver-street.
1875, February	4, Decastro, Jacob W.,.....	107 Front-street.
1866, March	1, Delmar, Alexander,.....	(Res.) 135 Yates Ave., B'klyn.
1856, November	6, Dennis, Charles,.....	51 Wall-street.
1872, November	7, Denny, Charles A.,.....	324 Broadway.
1875, February	4, Devoe, Frederick W.,.....	117 Fulton-street.
1870, December	1, De Witt, John E.,.....	261 Broadway.
1860, April	5, Dike, Henry A.,.....	46 Barclay-street.
1851, June	3, Dillon, Robert,.....	30 Burling Slip.
1861, July	3, Dimon, Charles,.....	115 Liberty-street.
1868, November	5, Dodge, Anson G. P.,.....	11 Pine-street.
1872, November	7, Dodge, Charles C.,.....	19 Cliff-street.
1874, June	4, Dodge, George E.,.....	Jersey City.
1874, June	4, Dodge, Norman W.,.....	Jersey City.
1855, March	1, Dodge, William E.,.....	19 Cliff-street.
1860, August	2, Dodge, William E., Jr.,.....	19 Cliff-street.
1858, November	4, Dollner, Harold,.....	181 Front-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1862, August	7, Dorr, Horatio,	128 Broadway.
1875, April	1, Dorr, John V. N.,.....	128 Broadway.
1874, February	5, Doty, Roland S.,.....	82 Warren-street.
1872, February	1, Douglass, John P.,.....	89 Broad-street.
1859, February	3, Dovale, Abram J.,.....	26 South-street.
1866, April	5, Dow, George W.,.....	55 Pine-street.
1875, April	1, Dows, David,.....	20 South-street.
1865, March	2, Draper, John H.,.....	112 Pearl street.
1872, November	7, Drexel, Joseph W.,.....	23 Wall-street.
1875, January	7, Drake, James Haines,.....	66 Pearl-street.
1866, March	1, Dreyfous, Joseph A.,.....	72 Wall-street.
1873, June	5, Duane, John,.....	17 Cedar-street.
1864, March	17, Dufais, Ferdinand F.,.....	5 South William-street.
1872, December	5, Dunbar, James M.,.....	59 Leonard-street.
1872, February	1, Duncan, Charles C.,.....	187 Cherry-street.
1855, April	5, Duncan, William B.,.....	11 Nassau-street.
1874, October	1, Durkee, Eugene R.,.....	135 Water-street.
1874, October	1, Duryea, William,.....	29 Park Place.
1856, November	6, Dutilh, Eugene,.....	43 Wall-street.

E.

1861, July	3, Eadie, John,.....	58 Wall-street.
1874, October	1, Edson, Franklin,.....	23 Whitehall-street.
1866, June	7, Edye, Henry W. O.,.....	27 South William-street.
1871, April	6, Egleston, David S.,.....	166 South-street.
1872, December	5, Egleston, Henry P.,.....	458 Broome-street.
1865, October	5, Elliott, John,.....	56 Wall-street.
1855, June	7, Elwell, James W.,.....	57 South-street.
1871, March	2, Ely, David J.,.....	101 Wall-street.
1858, November	4, Escoriaza, Jose V. G. de,.....	113 Water-street.

F.

1859, June	2, Fabbri, Egisto P.,.....	48 South-street.
1867, September	5, Fahnestock, Harris C.,.....	94 Broadway.
1874, March	5, Fairfield, Walter S.,.....	150 Chambers-street.
1865, February	2, Falconer, John,.....	481 Broome-street.
1865, January	5, Farrington, Harvey,	53 Broadway.
1865, October	5, Fellows, Charles H.,.....	631 Broadway.
1863, July	2, Fellows, George A.,.....	26 Pine-street.
1872, January	4, Ferris, Lindley Murray, Jr.,..	62 South-street.
1850, March	5, Field, Benjamin H.,.....	127 Water-street.
1866, February	1, Field, Cortlandt de P.,.....	127 Water-street.
1874, October	1, Fisher, Nathaniel,.....	31 Warren-street.
1873, October	2, Fisher, Selig S.,.....	69 Thomas-street.
1868, May	7, Fiske, Josiah M.,.....	18 South-street.
1869, January	7, Fitts, Friend P.,.....	106 Reade-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1871, November	2, Fliess, William M.,.....	47 Broadway.
1872, December	5, Floyd, Benjamin W.,.....	269 Broome-street.
1858, March	4, Fogg, William H.,.....	32 Burling Slip.
1874, March	5, Folsom, Mancelia,.....	165 Chambers-street.
1866, March	1, Forman, Alexander,.....	104 Front-street.
1871, February	2, Francklyn, Charles G.,.....	4 Bowling Green.
1862, July	3, Franklin, Morris,.....	346 Broadway.
1858, June	3, Frost, Isaac T.,.....	234 Front-street.
1854, February	2, Frothingham, Abraham R.,..	182 Broadway.
1857, August	6, Frothingham, James H.,....	160 Broadway.
1865, July	6, Furman, Jolin M.,.....	346 Broadway.

G.

1861, March	7, Gager, Isaac B.,.....	67 South-street.
1842, November	1, Gaillard, Joseph, Jr.,.....	48 South-street.
1858, November	4, Gandy, Sheppard,..	29 Wall-street.
1874, November	5, Gantz, George F.,.....	176 Duane-street. .
1872, November	7, Garland, James A.,.....	1 Nassau-street.
1866, June	7, Garrison, William R.,.....	5 Bowling Green.
1875, February	4, Gellatly, William A.,.....	170 William-street.
1859, July	7, Gerson, Julius,.....	(<i>Res.</i>) 144 East 60th-street.
1865, July	6, Gillets, Joseph,....	91 Front-street.
1865, October	5, Gillies, Wright,.....	233 Washington-street.
1865, November	2, Gilman, William C.,.....	46 Pine-street.
1865, October	5, Glover, Robert O.,.....	52 William-street.
1874, November	5, Goldmark, Joseph,.....	36 Church-street.
1874, December	3, Good, Brent S. H.,.....	34 Broadway.
1866, March	1, Goodridge, Francis,.....	67 Exchange Place.
1865, July	6, Graham, James Lorimer,....	(<i>Res.</i>) 20 Washington Square.
1864, January	7, Graham, Malcolm,.....	19 Maiden Lane.
1860, August	2, Graham, Robert M. C.,.....	108 Broadway.
1871, November	2, Gray, Bryce,.....	54 Worth-street.
1866, June	7, Greene, Joseph W.,.....	170 Broadway.
1871, January	5, Greene, Spencer K.,.....	178 Broadway.
1864, March	17, Grenelle, William H.,.....	42 Pine-street.
1859, March	3, Grinnell, George B.,.....	34 Broad-street.
1829, February	3, Grinnell, Moses H.,.....	Union Club.
1863, July	2, Griswold, George,.....	71 South-street.
1873, February	6, Griswold, James C.,.....	443 Broadway.
1866, January	4, Groom, Wallace P.,.....	350 Pearl-street.
1852, May	4, Gross, John L.,.....	99 Wall-street.
1857, May	7, Guion, William H.,.....	63 Wall-street.
1860, September	6, Gunther, C. Godfrey,.....	17 Union Square.

H.

1855, February	1, Habicht, Claudius Edward,..	London.
1858, June	3, Haight, David H.,.....	74 Greene-street,

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1858, December	2, Haight, Edward,.....	3 New-street.
1871, January	5, Hall, John H.,.....	110 Nassau-street.
1875, April	1, Hall, William A.,.....	136 Grand-street.
1874, November	5, Hallgarten, Adolph,.....	68 William-street.
1874, May	7, Hallgarten, Charles L.,.....	28 Broad-street.
1869, November	4, Halsey, Jacob L.,.....	156 Broadway.
1858, February	4, Halsted, James M.,.....	120 Broadway.
1866, June	7, Halsted, William M.,.....	376 Broadway.
1873, May	1, Handy, Parker,.....	24 Nassau-street.
1875, February	4, Hanauer, Moses G.,.....	142 Pearl-street.
1865, October	5, Hardenbergh, John A.,.....	112 Broadway.
1867, October	3, Harding, Samuel,.....	61 William-street.
1862, July	3, Harriman, Oliver,.....	65 Worth-street.
1859, July	7, Hartley, Joseph W.,.....	90 Broadway.
1867, February	7, Hartley, Marcellus,.....	19 Maiden Lane.
1875, April	1, Haslehurst, James,.....	51 White-street.
1875, April	1, Hastings, Charles C.,.....	7 Washington Place.
1865, July	6, Hatch, Alfrederick S.,.....	5 Nassau-street.
1865, October	5, Hatch, Walter T.,.....	34 Wall-street.
1875, April	1, Havemeyer, William F.,.....	111 Water-street.
1865, October	5, Hawley, Henry E.,.....	140 Pearl-street.
1875, April	1, Hazeltine, Leonard,.....	19 South-street.
1875, January	7, Hegeman, J. Niven,.....	203 Broadway.
1867, September	5, Heiser, Henry A.,.....	25 Wall-street.
1865, July	6, Henderson, John C.,.....	464 Broome-street.
1873, February	6, Hendricks, Joshua,.....	49 Cliff-street.
1875, January	7, Hendricks, Mortimer,.....	249 Pearl-street.
1859, March	3, Hennings, Geo. W.,.....	25 South William-street.
1874, June	4, Henry, James,.....	70 Beaver-street.
1870, December	1, Henry, John F.,.....	8 College Place.
1858, May	6, Hentz, Henry,.....	5 Hanover-street.
1874, June	4, Herrinan, Henry,.....	377 Broadway.
1861, April	4, Hewitt, Abram S.,.....	17 Burling Slip.
1859, November	3, Higgins, Andrew Foster,.....	50 Wall-street.
1858, November	4, Higgins, Elias S.,.....	84 White-street.
1861, February	7, Hill, Charles E.,.....	178 Pearl-street.
1853, February	1, Hincken, Edward,.....	3 William-street.
1866, January	4, Hodges, Marcus F.,.....	130 Broadway.
1872, April	4, Hoe, Robert, Jr.,.....	31 Gold-street.
1866, January	4, Hoffman, Charles B.,.....	70 Wall-street.
1865, October	5, Hoffman, William O.,.....	111 Pearl-street.
1873, April	3, Holbrook, Edwin W.,.....	69 Worth-street.
1865, July	6, Holbrooke, John G.,.....	251 Broadway.
1867, September	5, Holland, Alexander,.....	115 Broadway.
1857, September	3, Hope, George T.,.....	102 Broadway.
1860, January	5, How, James,.....	26 Burling Slip.
1872, November	7, Howard, S. Emerson,.....	107 Chambers-street.
1862, November	6, Howe, Frank E.,.....	47 Broadway.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1872, June	6, Howes, Reuben W.,	6 Wall-street.
1865, October	5, Howell, Benjamin H.,	109 Wall-street.
1857, July	2, Howland, Gardiner G.,	54 South-street.
1863, February	5, Hoyt, Oliver,	72 Gold-street.
1838, July	3, Hubbard, Nathaniel T.,	1 Broadway.
1859, November	3, Hubbell, Henry W.,	142 Pearl-street.
1875, April	1, Humphreys, A. W.,	42 Pine-street.
1855, May	3, Humphreys, Solon,	54 Exchange Place.
1865, March	2, Hunter, Clinton,	29 Broadway.
1865, August	3, Hunter, William B.,	132 Front-street.
1857, February	5, Hurlbut, Henry A.,	470 Broome-street.
1871, April	6, Hurst, Francis W. J.,	69 Broadway.
1875, February	4, Hurtt, Frank W.,	98 Maiden Lane.
1865, October	5, Husted, Seymour L.,	367 Fulton-street, Brooklyn.
1875, March	4, Hyde, Henry B.,	120 Broadway.

I.

1834, June	3, Irvin, Richard,	54 Exchange Place.
1866, December	6, Iselin, Adrian,	48 Wall-street.
1865, July	7, Ives, Frederick E.,	98 Front-street.

J.

1862, July	3, Jaffray, Edward S.,	350 Broadway.
1862, January	2, James, Daniel Willis,	19 Cliff-street.
1874, November	5, James, Darwin R.,	123 Maiden Lane.
1863, December	3, Jarvis, George A.,	158 Broadway.
1863, February	5, Jesup, Morris K.,	52 William-street.
1870, March	3, Jewell, Abram S.,	27 Water-street.
1860, September	6, Johnson, Henry W.,	62 Wall-street.
1863, July	2, Johnston, John Taylor,	119 Liberty-street.
1867, February	7, Jones, Edward A.,	32 Pine-street.
1860, April	5, Jones, Frederick W.,	34 Pine-street.
1852, June	1, Jones, John D.,	51 Wall-street.

K.

1865, October	5, Kelly, Eugene,	45 Exchange Place.
1873, January	7, Kemp, George,	68 William-street.
1874, October	1, Kemp, John H.,	116 Wall-street.
1866, December	6, Kendall, Joseph S.,	66 Leonard-street.
1870, October	6, Kennedy, John S.,	41 Cedar-street.
1858, October	7, Kennedy, Robert Lenox,	29 Nassau street.
1856, February	7, Ketchum, Morris,	(Res.) 280 Madison Avenue.
1874, November	5, Kidder, William F.,	83 John-street.
1861, April	4, King, William L.,	101 John-street.
1851, August	5, Kingsland, Ambrose C.,	55 Broad-street.
1865, July	6, Kingsland, Ambrose C., Jr.,	55 Broad-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1865, July	6, Kingsland, George L.,.....	55 Broad-street.
1856, September	4, Kirby, Thomas Spencer,.....	433 Fourth Avenue.
1872, December	5, Kitching, Robert N.,.....	82 Reade-street.
1842, April	5, Kneeland, Charles,.....	51 Wall-street.
1865, October	5, Knevals, Caleb B.,.....	91 Wall-street.
1865, July	6, Koop, G. Henry,.....	63 William-street.
1869, November	4, Kountze, Luther,.....	12 Wall-street.
1874, December	3, Kross, Charles C.,.....	93 Water-street.
1865, February	2, Kulne, Frederick,.....	51 Broad-street.
1865, July	6, Kunhardt, Henry R.,.....	61 Broad-street.

L.

1872, November	7, Laimbeer, Richard H.,.....	5 Moore-street.
1866, January	4, Lally, James,.....	119 Front-street.
1872, January	4, Lamarche, Hyacinthe,.....	80 John-street.
1855, March	1, Lambert, Edward A.,.....	361 Fulton-street, Brooklyn.
1849, May	1, Lamson, Charles,.....	38 Burling Slip.
1864, May	5, Landon, Charles G.,.....	419 Broome-street.
1852, May	4, Lane, George W.,.....	93 Front-street.
1867, January	3, Lang, Samuel R.,.....	33 Mercer-street.
1861, January	3, Langley, William C.,.....	78 Worth-street.
1865, October	5, Lanier, Charles,.....	27 Pine-street.
1855, October	4, Lathers, Richard,.....	50 Wall-street.
1853, January	4, Lathrop, Francis S.,.....	63 William-street.
1867, June	6, Lawrence, Charles E.,.....	47 Exchange Place.
1874, October	1, Lawrence, Ferdinand,.....	(<i>Res.</i>) 15 East 46th-street.
1866, October	4, Lawrence, George P.,.....	11 South William-street.
1851, December	2, Leary, Arthur,.....	73 William-street.
1856, January	3, Leaycraft, Jeremiah,.....	40 Broadway.
1863, September	3, Lee, William H.,.....	476 Broadway.
1853, July	5, Lefferts, Marshall,.....	61 Broadway.
1874, December	3, Leggett, Francis H.,.....	97 Reade-street.
1830, February	2, Lenox, James,.....	(<i>Res.</i>) 53 Fifth Avenue.
1873, June	5, Leonard, Peter H.,.....	36 Barclay-street.
1859, May	5, Lewis, Arnold A.,.....	74 Beaver-street.
1873, October	2, Lewis, David W.,.....	85 Broad-street.
1872, October	3, Libbey, William,.....	Broadway, cor. Chambers-st.
1875, January	7, Libby, William P.,.....	130 Atlantic-street, Brooklyn.
1874, December	3, Lienau, Johannes,.....	107 Front-street.
1865, July	6, Littlefield, Erastus,.....	(<i>Res.</i>) 308 West 33d-street.
1857, April	2, Littlejohn, Frederick S.,.....	111 Liberty-street.
1865, May	4, Livingston, John A.,.....	91 Wall-street.
1872, November	7, Locke, William H.,.....	215 West 36th-street.
1874, December	3, Loeser, Charles McK.,.....	27 Peck Slip.
1867, June	6, Longchamp, Ferdinand,.....	78 Cedar-street.
1859, December	1, Lorillard, Pierre,.....	16 Chambers-street.
1865, October	5, Lottimer, William,.....	75 Leonard-street.
1864, March	17, Lovell, Leander N.,.....	70 West-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1846, December	1, Low, Abiel A.,.....	31 Burling Slip.
1862, July	3, Low, James,	65 Worth-street.
1864, January	7, Low, Josiah O.,.....	31 Burling Slip.
1875, January	7, Low, Seth,.....	31 Burling Slip.
1874, June	4, Lowrey, Joseph S.,.....	67 Mercer-street.
1865, November	2, Ludington, Charles H.,.....	157 Broadway.
1865, October	5, Luling, Charles,.....	70 Broad-street.
1856, June	5, Lyell, John H.,.....	61 William-street.
1856, September	4, Lyman, Edward H. R.,.....	31 Burling Slip.
1872, November	7, Lynch, James.....	142 Duane-street.

Mc.

1873, April	3, McCoy, J. Francis,.....	43 Chambers-street.
1853, June	7, McCready, Nathaniel L.,.....	187 Greenwich-street.
1874, June	4, McCreery, James,.....	801 Broadway.
1872, December	5, McCulloh, James W.,.....	60 Beaver-street.
1875, February	4, McCurdy, Richard A.,.....	146 Broadway.
1861, August	1, McCurdy, Robert H.,.....	(<i>Res.</i>) 10 East 14th-street.
1865, July	6, McKeever, J. Lawrence,.....	128 Pearl-street.
1860, April	5, McKenzie, John D.,.....	102 Front-street.
1865, July	6, McLane, Allan,.....	59 Wall-street.
1859, February	3, McLean, James M.,.....	156 Broadway.
1861, March	7, McLean, Samuel,.....	85 Grand-street.

M.

1859, August	4, Macdonald, Francis,.....	7 Bowling Green.
1864, October	6, Macgregor, D.,.....	....
1860, April	5, Mackenzie, George,.....	55 Broadway.
1852, June	1, Macy, Charles A.,.....	39 Nassau-street.
1873, June	5, Magoun, George C.,.....	45 Wall-street.
1865, July	6, Mailler, William H.,.....	108 Wall-street.
1859, July	7, Mali, Charles,.....	66 Worth-street.
1872, January	4, Mali, William Weyman,.....	66 Worth-street.
1867, January	3, Marquand, Henry G.,.....	120 Broadway.
1860, November	1, Marshall, Charles H.,.....	38 Burling Slip.
1862, October	2, Martin, Charles J.,.....	135 Broadway.
1864, May	5, Marx, Ludwig,.....	50 Exchange Place.
1860, February	2, Masters, Augustus E.,.....	12 Beaver-street.
1860, June	7, Matthews, Charles D.,.....	7 State street.
1838, April	3, Maury, Matthew,.....	5 Hanover-street.
1873, November	6, May, Lewis,.....	14 Broad-street.
1875, February	4, Mayer, Charles,.....	142 Pearl-street.
1875, February	4, Mayer, Simon,.....	142 Pearl-street.
1873, May	1, Megrath, George,.....	17 Moore-street.
1866, December	6, Meissner, Frederick,.....	48 Beaver-street.
1875, January	7, Menelas, Constantine,.....	101 Pearl-street.
1866, May	3, Merchant, Marvin J.,.....	7 Warren-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1874, November	5, Merwin, George A.,.....	160 Duane-street.
1866, January	4, Meyer, Christopher,.....	39 Barclay-street.
1856, April	3, Meyer, Henry,.....	30 Cliff-street.
1844, December	3, Meyer, Lewis H.,.....	21 Nassau-street.
1872, January	4, Middleton, John,.....	66 Pine-street.
1874, February	5, Millbank, Jeremiah,.....	49 Exchange Place.
1870, November,	3, Miles, William,.....	Clinton Hall.
1860, April	5, Miller, Edmund H.,.....	20 Broad-street.
1854, April	6, Milliken, David,.....	3 Nassau-street.
1873, October	2, Mills, Abram,.....	95 Reade-street.
1859, November	3, Milnor, Charles E.,.....	(<i>Res.</i>) 121 East 23d-street.
1866, December	6, Molineaux, Edward L.,.....	106 Fulton-street.
1865, October	5, Montgomery, John R.,.....	107 Wall-street.
1860, April	5, Moody, Horace J.,.....	66 Pine-street.
1868, April	2, Moody, Moses K.,.....	258 Broadway.
1860, October	4, Moore, Henderson,.....	43 Mercer-street.
1871, June	6, Morgan, Charles N.,.....	35 Broad-street.
1849, May	1, Morgan, Edwin D.,.....	54 Exchange Place.
1862, December	4, Morgan, J. Pierpont,.....	23 Wall-street.
1865, July	6, Morgan, Nathan D.,.....	89 Liberty-street.
1865, February	2, Morgan, William D.,	70 South-street.
1872, October	3, Morgan, William F.,.....	62 Wall-street.
1865, February	2, Moring, Henry E.,.....	113 Water-street.
1865, October	5, Morris, Benjamin C.,.....	7 Exchange Court.
1873, February	6, Morris, Gouverneur, Jr.,.....	39 Broad-street.
1856, September	4, Morton, Levi P.,.....	1 Broad-street.
1865, July	6, Motley, James M.,.....	16 Broadway.
1865, July	6, Mott, John,.....	490 Broadway.
1871, April	6, Mott, Jordan L.,.....	90 Beekman-street.
1855, April	5, Murdock, Uriel A.,.....	7 Nassau-street.
1859, February	3, Murray, David Colden,.....	62 South-street.
1845, May	6, Murray, John B.,.....	98 Broadway.
1874, December	3, Myers, Angelo L.,.....	35 South William-street.
1855, May	3, Myers, John K.,.....	119 Broadway.
1872, November	7, Myers, Peter M.,.....	24 Pine-street.

N.

1858, October	7, Navarro, José F.,.....	29 William-street.
1855, June	7, Neilson, John,.....	42 Pine-street.
1872, January	4, Newhall, Henry B.,.....	11 Warren-street.
1869, February	4, Nichols, George L.,.....	27 Cliff-street.
1860, July	5, Noyes, Oliver H. P.,.....	101 Front-street.

O.

1858, January	7, Odell, Samuel U. F.,.....	24 Beaver-street.
1868, May	7, Ogden, William B.,.....	214 Broadway.
1872, November	7, Olcott, Frederick P.,.....	52 Wall-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1868, April	2, Opdycke, Emerson.....	375 Broadway.
1858, June	3, Oydyke, George.....	25 Nassau-street.
1870, June	2, Opdyke, G. Francis.....	25 Nassau-street.
1865, May	4, Opdyke, Henry B.,....	25 Nassau-street.
1865, October	5, Ormsbee, John H.,.....	80 Wall-street.
1872, December	5, Orr, Alexander E.,.....	20 South-street.
1863, March	5, Orton, William,.....	191 Broadway.
1865, July	6, Orvis, Joseph U,.....	96 Broadway.
1874, December	3, Osborn, Francis P.,.....	45 Beaver-street.
1864, May	5, Osborn, William H.,.....	31 Nassau-street.

P.

1870, December	1, Packard, Silas S.,.....	805 Broadway.
1865, July	6, Packer, Elisha A.,.....	111 Broadway.
1865, May	4, Page, George S.,.....	10 Warren-street.
1873, April	3, Page, Henry A.,.....	64 White-street.
1875, February	4, Page, J. Seaver,.....	117 Fulton-street.
1872, June	6, Palmer, Lorin,.....	170 Water-street.
1866, March	1, Parmele, Howard L.,.....	32 Pine-street.
1859, March	3, Parsons, Edwin,.....	39 Pine-street.
1870, December	1, Peake, William I.,.....	380 Broadway.
1874, December	3, Pendergast, James F.,.....	83 Beaver-street.
1865, July	6, Phelps, Isaac N.,.....	45 Wall-street.
1849, December	4, Phelps, Royal,.....	47 Exchange Place.
1858, August	5, Phillips, Isaac,.....	59 Liberty-street.
1874, May	7, Phillips, John C.,.....	150 Water-street.
1865, October	5, Phillips, William H.,.....	54 Wall-street.
1860, March	1, Phoenix, Phillips,.....	128 Broadway.
1874, December	3, Pierson, Charles T.,....	24 Broadway.
1875, February	4, Pierson, Henry L., Jr.,.....	24 Broadway.
1875, April	1, Pomeroy, William L.,.....	61 Leonard-street.
1871, November	2, Poor, Edward E.,.....	324 Broadway.
1872, November	7, Poor, Henry W.,.....	68 Broadway.
1858, February	4, Poppenhusen, Conrad,.....	11 Mercer-street.
1874, May	7, Porter, Horace,.....	23 Wall-street.
1865, July	6, Porter, Nathan T.,.....	443 Broadway.
1865, October	5, Porter, Thomas E.,....	69 Broad-street.
1873, October	2, Post, William,.....	346 Broadway.
1871, April	6, Pratt, Charles,.....	108 Fulton-street.
1866, April	5, Prentice, John H.,.....	(Res.)*1 Grace Court, Brkl'n
1864, June	2, Prichard, Gilman W.,.....	115 Water-street.
1833, October	1, Prime, Rufus,.....	26 Broad-street.
1858, December	2, Probst, Frederick,.....	61 Broad-street.
1875, January	7, Pyle, James,.....	350 Washington-street.

Q.

1865, July	6, Quereau, Abram,.....	108 Wall-street.
1865, February	2, Quintard, Edward A.,.....	11 Broad-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1865, July	6, Quintard, George W.,.....	177 West-street.

R.

1839, March	5, Raberg, Charles H.,.....	42 Cedar-street.
1874, December	3, Radway, Richard G.,.....	32 Warren-street.
1865, October	5, Ray, Winthrop G.,.....	119 Front-street.
1865, August	3, Raymond, George B.,.....	Pier No. 1, North River.
1867, January	3, Recknagel, Charles L.,.....	46 Cedar-street.
1835, November	3, Reed, Isaac H.,.....	5 State-street.
1861, June	6, Reeve, Henry G.,.....	81 Front-street.
1856, July	3, Richards, Augustus C.,.....	48 South-street.
1859, October	6, Riley, John,.....	45 John-street.
1872, February	1, Robbins, Daniel C.,.....	91 Fulton-street.
1864, March	17, Robbins, George A.,.....	34 Wall-street.
1867, September	5, Robbins, Hiram,.....	....
1857, July	2, Roberts, Lewis,.....	17 South-street.
1865, July	6, Roberts, Marshall O.,.....	(<i>Res.</i>) 177 West-street.
1874, December	3, Robinson, George H.,.....	West 13th-street, N. R.
1866, June	7, Robinson, Douglas,.....	16 Wall-street.
1856, July	3, Robinson, Jeremiah P.,.....	44 Front-street.
1875, February	4, Roe, Albert S.,.....	87 Broad-street.
1861, July	3, Roosevelt, Theodore,.....	94 Maiden Lane.
1858, May	6, Root, Russell C.,.....	62 Liberty-street.
1859, November	3, Ropes, Reuben W.,.....	73 Pearl-street.
1871, November	2, Ross, William A.,.....	56 Pine-street.
1874, December	3, Rountree, Robert H.,.....	188 Pearl-street.
1866, September	6, Rowe, Thomas,.....	181 Front-street.
1859, April	7, Ruggles, Samuel B.,.....	(<i>Res.</i>) 24 Union Square.
1865, July	6, Rusch, Adolph,.....	94 Grand-street.
1827, July	3, Russell, Charles H.,.....	(<i>Res.</i>) 417 Fifth Avenue.

S.

1863, September	3, Sands, Nathaniel,.....	(<i>Res.</i>) 220 East 17th-street.
1875, April	1, Sanger, Henry,.....	107 Chambers-street.
1874, November	4, Sanborn, Charles F.,.....	44 Cedar-street.
1875, January	7, Sanford, Samuel T. W.,.....	162 Broadway.
1874, December	3, Satterlee, Edward R.,.....	81 Cedar-street.
1859, September	1, Satterlee, George B.,.....	32 Pine-street.
1861, June	6, Satterlee, Livingston,.....	171 Broadway.
1872, November	7, Sauer, Emil,.....	125 West 45th-street.
1865, October	5, Sauzade, John S.,.....	27 Pine-street.
1866, December	6, Schell, Richard,.....	31 Broad-street.
1870, February	3, Schlesinger, Barthold,.....	101 John-street.
1874, December	3, Schmidt, Henry G.,.....	38 Beaver-street.
1874, November	5, Schroeder, Fredrick A.,.....	178 Water-street.
1866, January	4, Schultz, Jackson S.,.....	65 Cliff-street.
1860, March	1, Schwab, Gustav,.....	2 Bowling Green.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1865, July	6, Scott, William B.,.....	24 Pine-street.
1872, November	7, Seligman, James,.....	21 Broad-street.
1872, November	7, Seligman, Jesse,.....	21 Broad-street.
1872, November	7, Seligman, Joseph,.....	21 Broad-street.
1865, November	2, Seligman, William,.....	21 Broad-street.
1875, April	1, Shannon, Thomas W.,.....	70 Worth-street.
1859, September	1, Sheldon, Henry,.....	109 Front-street.
1865, February	2, Sheldon, William R.,.....	44 Monroe Place, Brooklyn.
1857, August	6, Shepard, Elliott F.,.....	99 Broadway.
1852, May	4, Sherman, Benjamin B.,.....	33 Wall-street.
1875, April	1, Shethar, Samuel,.....	548 Broadway.
1857, August	6, Shiff, Gustavus,.....	41 Water-street.
1859, August	4, Silliman, Charles A.,.....	40 Front-street.
1870, October	6, Sistare, George K.,.....	24 Nassau-street.
1852, June	1, Sloan, Samuel,.....	26 Exchange Place.
1875, April	1, Sloane, John,.....	655 Broadway.
1874, May	7, Sloane, William D.,.....	655 Broadway,
1850, December	6, Slote, Henry L.,.....	93 Fulton-street.
1864, February	4, Small, Benjamin F.,.....	98 Liberty-street.
1860, April	5, Smith, Benjamin D.,.....	120 Front-street.
1866, January	4, Smith, B. Frank,.....	64 South-street.
1865, February	2, Smith, Charles S.,.....	113 Worth-street.
1871, April	6, Smith, Cyrus P.,.....	Fulton-street, Brooklyn.
1858, May	6, Smith, Daniel Drake,.....	59 William-street.
1872, April	4, Smith, H. Erskine,.....	77 William-street.
1865, February	2, Smith, James D.,.....	14 Broad-street.
1866, December	6, Smith, James R., Jr.,.....	1 Bridge-street.
1859, July	7, Smith, John Lee,.....	226 Pearl-street.
1873, January	7, Smith, L. Bayard,.....	77 William-street.
1862, October	2, Smyth, William B.,.....	54 Pine-street.
1858, April	1, Snow, Ambrose,.....	66 South-street.
1872, April	4, Snow, Michael,.....	107 Chambers-street.
1861, July	3, Solomon, Barnet L.,.....	657 Broadway.
1867, June	6, Southwick, Henry K.,.....	105 Water-street.
1875, January	7, Southworth, Henry C.,.....	446 Broadway.
1858, March	4, Southworth, James E.,.....	215 Montague-st., Brooklyn.
1872, October	3, Sparks, Joseph H.,.....	19 Broadway.
1861, March	7, Spaulding, Henry F.,.....	80 Worth-street.
1873, November	6, Spicer, Elihu, Jr.,.....	153 Maiden Lane.
1875, March	4, Spies, Francis,.....	66 South-street.
1870, October	6, Spofford, Gardiner S.,.....	29 Broadway.
1866, June	7, Spofford, Joseph L.,.....	29 Broadway.
1854, April	6, Spofford, Paul N.,.....	29 Broadway.
1865, July	6, Sprague, Joseph A.,.....	346 Broadway.
1871, January	5, Spring, Preston B.,.....	326 Broadway.
1859, October	6, Stark, Lucius J. N.,.....	33 Coenties Slip.
1874, June	4, Starin, John H.,.....	125 Broad-street.
1843, October	3, Stebbins, Henry G.,.....	50 Exchange Place.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1862, November	6, Stevens, Byam K.,.....	15 New-street.
1856, October	2, Stevens, John Austin,.....	(Res.) 17 East 22d-street.
1874, December	3, Stevens, Timothy,.....	45 Beaver-street.
1859, June	2, Stewart, Alexander T.,.....	Broadway, cor. Chambers-st.
1865, February	2, Stewart, John A.,.....	49 Wall-street.
1866, November	1, Stiastry, Leonard J.,.....	86 Worth-street.
1872, December	5, Stockwell, Alden B.,.....	699 Broadway.
1865, July	6, Stokes, Anson Phelps,.....	19 Cliff-street.
1873, February	3, Stokes, James, Jr.,.....	106 John-street.
1852, May	4, Story, Rufus,.....	7 Front-street.
1859, March	3, Stout, Andrew V.,.....	271 Broadway.
1858, August	5, Stranahan, James S. T.,.....	(Res.) 269 Union-st., Br'klyn.
1872, December	5, Strang, Samuel A.,.....	59 Liberty-street.
1868, September	3, Strange, Albert B.,.....	453 Broome-street.
1866, June	7, Strange, Edwin B.,.....	453 Broome-street.
1859, August	4, Stuart, Alexander,.....	169 Chambers-street.
1859, June	2, Stuart, Robert L.,	169 Chambers-street.
1861, September	5, Sturges, Frederick,.....	125 Front-street.
1870, October	6, Sturgis, Appleton,.....	93 West-street.
1853, April	5, Sutton, Effingham B.,.....	117 Wall-street.
1874, November	5, Sutton, Woodruff,.....	117 Wall-street.
1865, October	5, Swenson, Swante M.,.....	80 Wall-street.
1864, May	5, Swift, Humphrey H.,.....	158 Pearl-street.

T.

1862, April	3, Taber, Henry M.,.....	90 Beaver-street.
1867, February	7, Tailer, Edward N., Jr.,.....	47 Walker-street.
1852, January	6, Talcott, Frederick L.,.....	14 Broad-street.
1858, August	5, Tappan, J. Nelson,.....	64 Broadway.
1874, November	5, Tappen, Frederick D.,.....	36 Wall-street.
1866, June	7, Tapscott, William W.,.....	86 South-street.
1873, February	6, Tefft, Charles G.,.....	443 Broadway.
1868, February	6, Telfair, Jacob R.,.....	56 Wall-street.
1872, April	4, Terry, George S.,.....	375 Broadway.
1855, May	3, Terry, John T.,.....	54 Exchange Place.
1865, July	6, Thebaud, Edward V.,.....	64 Broad-street.
1874, November	5, Thomas, George,.....	350 Sackett-street, Brooklyn.
1874, December	3, Thomas, William W.,.....	108 Broad-street.
1866, April	5, Thompson, William C.,.....	187 Broadway.
1866, February	1, Thompson, William W.,....	112 Front-street.
1851, August	5, Thorne, Jonathan,.....	18 Ferry-street.
1873, February	6, Thoron, Joseph,.....	25 South William-street.
1874, December	3, Thurber, Ira E.,.....	116 Reade-street.
1874, October	1, Thurber, Francis B.,.....	116 Reade-street.
1858, October	7, Tiemann, Daniel F.,.....	16 Park Place.
1858, June	3, Tiemann, Julius W.,.....	16 Park Place.
1866, December	6, Tiffany, Charles L.,.....	13 Union Square.
1862, July	3, Titus, Henry N.,.....	50 Exchange Place.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1870, March	3, Tompkins, Eliab H.,.....	45 Pearl-street.
1865, August	3, Torrance, Henry,.....	69 Wall-street.
1862, March	6, Tousey, Sinclair,.....	119 Nassau-street.
1853, December	6, Trask, Charles H.,.....	70 Wall-street.
1874, October	1, Trask, George L.,.....	529 Broadway.
1854, February	2, Tucker, Richard Sands,.....	70 South-street.
1870, December	1, Turner, James,.....	14 Nassau-street.
1864, June	2, Twombly, Horatio N.,.....	(<i>Res.</i>) 17 Lafayette Place.

V.

1865, October	5, Vail, Edward S.,.....	171 Broadway.
1874, December	3, Valentine, Lawson,.....	88 Chambers-street.
1860, July	5, Van Blarcom, Abram L.,....	57 Beekman-street.
1874, June	4, Vance, Samuel B. H.,.....	597 Broadway.
1865, August	3, Van Dyck, Henry H.,.....	54 Exchange Place.
1864, May	5, Van Nostrand, David,.....	23 Murray-street.
1862, June	5, Vermilye, Washington R.,...	16 Nassau-street.
1862, May	1, Vermilye, William M.,.....	(<i>Res.</i>) 39 West 31st-street.

W.

1865, October	5, Wagner, Charles K.,.....	76 Murray-street.
1866, April	5, Wakeman, Abram,.....	131 Fulton-street.
1840, June	2, Wakeman, Burr,.....	61 Liberty-street.
1862, March	6, Walker, Francis T.,.....	10 Wall-street.
1874, February	5, Walker, George,.....	14 Wall-street.
1853, January	4, Wall, Charles,.....	113 Wall-street.
1857, May	7, Wallace, James P.,.....	52 Broadway.
1866, November	1, Walsh, Thomas,.....	90 Pine-street.
1852, May	4, Walter, Ellwood,.....	35 Wall-street.
1862, January	2, Ward, George Cabot,.....	52 Wall-street.
1875, January	7, Ward, Joseph M.,.....	35 Water-street.
1872, May	2, Ward, Josiah O.,.....	49 South-street.
1875, January	7, Ward, William P.,.....	53 Park Place.
1874, May	7, Watrous, Charles,.....	102 Wall-street.
1871, January	5, Wardlow, William C.,.....	13 Gold-street.
1851, August	5, Webb, William H.,.....	54 Exchange Place.
1866, January	4, Wendell, Jacob,.....	59 Worth-street.
1865, July	6, Wetmore, Apollos R.,.....	365 Greenwich-street.
1838, May	1, Wetmore, Prosper M.,.....	Box P. O. 2980, N. Y. City.
1861, June	6, Wetmore, Samuel,.....	59 Pine-street.
1852, May	4, Wheeler, Ezra,.....	89 Front-street.
1854, May	4, Wheeler, William A.,.....	95 Nassau-street.
1859, May	5, White, Alexander M.,.....	63 Broadway.
1859, January	6, Whitewright, William,.....	71 Broadway.
1868, May	7, Whitin, Henry,.....	132 Pearl-street.
1872, November	7, Wickes, Edward A.,.....	13 William-street.
1865, October	5, Wiechers, William A.,.....	106 Wall-street.

<i>Date of Election.</i>	<i>Name.</i>	<i>Place of Business.</i>
1866, December	6, Wiley, Franklin,.....	215 Pearl-street.
1874, November	5, Wiley, William H.,.....	148 Reade-street.
1873, April	3, Willard, J. Le Baron,.....	127 Church-street.
1852, May	4, Williams, John S.,.....	63 Wall-street.
1865, July	6, Wilson, George,.....	63 William-street.
1852, May	4, Wilson, James B.,.....	9 New-street.
1872, May	2, Wilson, James H.,.....	70 William-street.
1872, June	6, Wilson, John,.....	31 Maiden Lane.
1840, June	2, Wilson, William S.,.....	72 Pine-street.
1874, December	3, Windmuller, Louis,.....	20 Reade-street.
1859, January	6, Winston, Frederick S.,.....	146 Broadway.
1859, April	7, Witthaus, Rudolph A.,.....	(Res.) 34 West 35th-street.
1861, December	5, Wolfe, Joel,.....	(Res.) 305 Fifth Avenue.
1871, November	2, Wolfe, Joel Burke,.....	22 Beaver-street.
1871, January	5, Wood, John D.,.....	64 Pine-street.
1861, March	7, Woodward, Thomas,.....	44 Water-street.
1871, December	7, Woodward, William, Jr.,...	76 Wall-street.
1864, January	7, Worth, James L.,.....	214 Broadway.
1857, January	8, Worthington, Henry R.,.....	239 Broadway.
1874, December	3, Wreaks, Charles F.,.....	60 Wall-street.
1869, November	4, Wright, Edward M.,.....	39 Broad-street.
1864, January	7, Wylie, John E.,.....	116 Reade-street.
1867, October	3, Wyman, Luther B.,.....	38 Burling Slip.

V.

1872, October	3, Yates, Joseph W.,.....	115 Wall-street.
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HONORARY MEMBERS OF THE CHAMBER OF COMMERCE.

1860, March	1, Brunet, Jules,.....	Bordeaux, France.
1861, April	19, Dix, John A.,.....	(Res.) 3 West 21st-street.
1862, March	12, Ericsson, John,...	36 Beach-street.
1874, March	5, Evarts, William M.,.....	52 Wall-street.
1858, August	21, Everett, William E.,.....	64 Broadway.
1858, August	21, Field, Cyrus W.,.....	88 Liberty-street.
1861, April	19, Fish, Hamilton,.....	(Res.) 251 East 17th-street.
1862, November	6, Harris, Townsend,.....	1 West 21st-street.
1874, January	8, McAlpine, William J.,.....	(Res.) Albany, N. Y.
1861, September	5, Stringham, Silas H.,.....	(Res.) 106 Hicks-st., Brook'n.

Whole number of members, May 1st, 1875,..... 770

OFFICERS AND COMMITTEES OF THE CHAMBER OF COMMERCE,

FOR THE YEAR ENDING MAY, 1876.

SAMUEL D. BABCOCK, *President.*

JAMES M. BROWN, *First Vice-President.*

FRANCIS S. LATHROP, *Treasurer.*

GEORGE W. LANE, *Second Vice-Pres't.*

GEORGE WILSON, *Secretary.*

Executive Committee.

SOLON HUMPHREYS, *Chairman.*

SAMUEL B. RUGGLES,

WILLIAM H. FOGG,

BENJAMIN G. ARNOLD,

ELLIOT C. COWDIN.

The President, Vice-Presidents and Secretary *ex officio* members.

Committee on Finance and Currency.

J. PIERPONT MORGAN, *Chairman.*

JOSEPH SELIGMAN,

JOSIAH M. FISKE,

CYRUS W. FIELD,

EDMUND W. CORLIES.

Committee on Foreign Commerce and the Revenue Laws.

JAMES W. ELWELL, *Chairman.*

DAVID DOWS,

CHARLES H. MARSHALL,

WILLIAM H. GUION,

GUSTAV SCHWAB.

Committee on Internal Trade and Improvements.

JOHN TAYLOR JOHNSTON, *Chairman.*

MORRIS K. JESUP,

CHARLES BUTLER,

ALEXANDER M. WHITE,

ABRAM S. HEWITT.

Committee on the Harbor and Shipping.

PAUL N. SPOFFORD, *Chairman.*

GEORGE W. BLUNT,

JAMES S. T. STRANAHAN,

EGISTO P. FABBRI,

JAMES H. FROTHINGHAM.

Trustees of the Institution for the Savings of Merchants' Clerks.

Elected 1875:

Term will expire in 1878.

JOHN F. HENRY,
JAMES M. CONSTABLE,
JOHN D. MCKENZIE.

Elected 1874:

Term will expire in 1877.

MATTHEW MAURY,
SAMUEL D. BABCOCK,
CHARLES E. BEEBE.

Elected 1873:

Term will expire in 1876.

MOSES H. GRINNELL,
WILLIAM H. GUION,
FREDERICK STURGES.

OFFICERS AND COMMITTEES OF THE CHAMBER OF COMMERCE.—(*Continued.*)

Board of Commissioners of Pilots.

Elected by the Chamber of Commerce.

Elected May 23, 1874: *Elected March 12, 1874:* *Elected Sept. 19, 1873:*
Term will expire May 23, 1876. *Term will expire March 12, 1876.* *Term will expire Sept. 19, 1875.*
 GEORGE W. BLUNT. AMBROSE SNOW. ROBERT L. TAYLOR.

Trustees of the Nautical School for the Harbor of New-York.

Elected May, 1871, for five years, till May, 1876.

ELLWOOD WALTER, GEORGE W. BLUNT, DANIEL DRAKE SMITH.

Commissioner for Licensing Sailors' Boarding Houses or Hotels.

IN BEHALF OF THE CHAMBER OF COMMERCE.

CHARLES C. DUNCAN.

Delegates to the National Board of Trade, elected November 5, 1874.

To serve until October 7, 1875.

WILLIAM E. DODGE, JAMES S. T. STRANAHAN,
 GEORGE OPDYKE, SIMEON B. CHITTENDEN.

Council of the Nautical School, established by Act of the Legislature,
passed April 24th, 1873.

JOHN D. JONES, JOHN K. MYERS, HENRY A. BARLING.

Special Committee on a New Building for the Chamber of Commerce.

A. A. LOW, *Chairman.*

WILLIAM E. DODGE, GEORGE OPDYKE.

Court of Arbitration.

HON. ENOCH L. FANCHER, ARBITRATOR.
 GEORGE WILSON, ARBITRATION CLERK.

Sessions at the Rooms of the Chamber of Commerce.

OFFICERS OF THE CHAMBER OF COMMERCE FROM ITS ORGANIZATION, 1768.

PRESIDENTS.

<i>Elected.</i>	<i>Retired.</i>	<i>Elected.</i>	<i>Retired.</i>
1768, John Cruger,	1770	1827, Robert Lenox,	1840
1770, Hugh Wallace,	1771	1840, Isaac Carow,	1842
1771, Elias Desbrosses,	1772	1842, James De Peyster Ogden,	1845
1772, Henry White,	1773	1845, James G. King,	1847
1773, Theophylact Bache,	1774	1847, †Moses H. Grinnell,	1848
1774, William Walton,	1775	1848, James G. King,	1849
1775, Isaac Low,	1784	1849, †Moses H. Grinnell,	1852
1784, John Alsop,	1785	1852, Elias Hicks, (died,)	1853
1785, John Broome,	1794	1853, Pelatiah Perit,	1863
1794, Comfort Sands,	1798	1863, †Abiel A. Low, (resigned,)	1867
1798, John Murray,	1806	1867, †William E. Dodge,	1875
1806, Cornelius Ray,	1819	1875, †Samuel D. Babcock,	
1819, William Bayard,	1827		

VICE-PRESIDENTS.

<i>Elected.</i>	<i>Retired.</i>	<i>Elected.</i>	<i>Retired.</i>
1768, Hugh Wallace,	1770	1797, John B. Coles,	1817
1770, Elias Desbrosses,	1771	1798, George Barnewall,	1800
1770, Henry White,	1773	1800, Archibald Gracie,	1825
1771, Theophylact Bache,	1774	1817, William Bayard,	1819
1772, William Walton,	1774	1819, Robert Lenox,	1827
1773, Isaac Low,	1775	1825, William W. Woolsey,	1839
1774, John Alsop,	1779	1827, Isaac Carow,	1840
1775, William McAdam,	1780	1839, James Boorman,	1841
1779, Thomas Buchanan,	1783	1840, James De Peyster Ogden,	1842
1779, Hugh Wallace,	1781	1841, James G. King,	1845
1781, Jacob Walton,	1783	1842, †Henry K. Bogert,	1846
1783, William Walton,	1784	1845, †Stewart Brown,	1847
1783, Gerard Walton,	1785	1846, David S. Kennedy,	1847
1784, Isaac Sears,	1785	1847, †Moses H. Grinnell,	1847
1785, William Constable,	1788	1847, †William H. Macy,	1849
1785, Pascal N. Smith,	1788	1848, †Moses H. Grinnell,	1849
1788, Theophylact Bache,	1792	1849, James De Peyster Ogden,	1851
1788, John Murray,	1798	1849, †Prosper M. Wetmore,	1850
1792, Gerard Walton,	1793	1850, †Charles H. Russell,	1852
1793, Comfort Sands,	1794	1851, Elias Hicks,	1852
1794, John Blagge,	1797	1852, †Caleb Barstow,	1855

† Living in 1875.

<i>Elected.</i>	<i>Retired.</i>	<i>Elected.</i>	<i>Retired.</i>
1852, Samuel L. Mitchill,	1854	1869, R. Warren Weston,	1870
1854, George Curtiss,	1856	1870, Walter S. Griffith, (died,) 1872	
1855, †Royal Phelps,	1862	1870, †William M. Vermilye,	1875
1856, †Abiel A. Low,	1863	1870, †Samuel D. Babcock, (3d,) 1874	
1863, †William E. Dodge,	1867	1873, †Solon Humphreys, (4th,) 1874	
1863, Jonathan Sturges,	1867	1875, †James M. Brown,	
1867, †George Opdyke,	1875	1875, †George W. Lane,	
1867, †Simeon B. Chittenden,	1869		

TREASURERS.

<i>Elected.</i>	<i>Retired.</i>	<i>Elected.</i>	<i>Retired.</i>
1768, Elias Desbrosses,	1770	1784, John Broome,	1785
1770, Theophylact Bache,	1771	1785, Joshua Sands,	1789
1771, William Walton,	1772	1789, Cornelius Ray,	1806
1772, Isaac Low,	1773	1806, Henry J. Wyckoff,	1840
1773, John Alsop,	1774	1840, John J. Palmer,	1858
1774, William McAdam,	1775	1858, †Augustus E. Silliman,	1860
1775, Charles McEvers,	1780	1860, †Edward C. Bogert,	1865
1780, Robert Ross Waddell,	1784	1865, †Francis S. Lathrop,	

SECRETARIES.

<i>Elected.</i>	<i>Retired.</i>	<i>Elected.</i>	<i>Retired.</i>
1768, Anthony Van Dam,	1784	1834, Jacob Harvey,	1838
1784, John Blagge,	1785	1838, E. A. Boonen Graves,	1841
1785, Adam Gilchrist, Jr.,	1786	1841, †John D. Van Buren,	1843
1786, William Shotwell,	1787	1843, John L. H. McCracken,	1843
1787, William Laight,	1796	1843, †Prosper M. Wetmore,	1849
1796, William W. Woolsey,	1801	1849, †Matthew Maury,	1853
1801, Jonathan H. Lawrence,	1803	1853, †Edward C. Bogert,	1859
1803, John Ferrers,		1859, Isaac Smith Homans,	1862
1817, John Pintard,	1827	1862, †John Austin Stevens,	1868
1827, John A. Stevens,	1832	1868, †George Wilson,	
1832, John R. Hurd,	1834		

† Living in 1875.

CHARTER OF THE CORPORATION
OF THE
CHAMBER OF COMMERCE IN THE CITY OF NEW-YORK,
WITH ACT OF RE-INCORPORATION.

GEORGE THE THIRD, by the Grace of God, of Great Britain, France and Ireland, King, Defender of the Faith, and so forth—To all to whom these presents shall come, Greeting :

WHEREAS, a great number of merchants in our City of New-York, in America, have, by voluntary agreement, associated themselves for the laudable purposes of promoting the trade and commerce of our said province; and whereas, JOHN CRUGER, Esq., the present President of the said Society, by his humble petition presented in behalf of the said Society, to our trusty and well-beloved CADWALLADER COLDEN, Esq., our Lieutenant-Governor and Commander-in-Chief of our said Province of New-York, and the territories depending thereon in America, and read in our Council for our said Province, on the twenty-eighth day of February, last past, hath represented to our said Lieutenant-Governor, that the said Society (sensible that numberless inestimable benefits have accrued to mankind from commerce; that they are, in proportion to their greater or lesser application to it, more or less opulent and potent in all countries; and that the enlargement of trade will vastly increase the value of real estates, as well as the general opulence of our said colony) have associated together for some time past, in order to carry into execution among themselves, and by their example to promote in others, such measures as were beneficial to those salutary purposes; and that the said Society having, with great pleasure and satisfaction, experienced the good effects which the few regulations already adopted had produced, were very desirous of rendering them more extensively useful and permanent,

Recites that the Chamber had petitioned Lieut. Governor Colden, the 23th February,

and more adequate to the purposes of so benevolent an institution; and therefore the petitioner, in behalf of the said Society, most humbly prayed our said Lieutenant-Governor to incorporate them a body politic, and to invest them with such powers and authorities as might be thought most conducive to answer and promote the commercial and, consequently, the landed interests of our said growing colony; which petition being read as aforesaid, was then and there referred to a Committee of our said Council, and afterwards, on the same day, our said Council, in pursuance of the report of the said Committee, did humbly advise and consent, that our said Lieutenant-Governor, by our letters patent, should constitute and appoint the petitioner, and the present members of the said Society, a body corporate and politic, by the name of "THE CORPORATION OF THE CHAMBER OF COMMERCE IN THE CITY OF NEW-YORK, IN AMERICA," agreeable to the prayer of the said petition: Therefore, we being willing to further the laudable designs of our said loving subjects, and to give stability to an institution from whence great advantages may arise, as well to our kingdom of Great Britain as to our said province,

to incorporate them,

by the name of the "Corporation of the Chamber of Commerce in the City of New-York, in America."

KNOW YE, That of our special grace, certain knowledge and mere motion, we have willed, ordained, given, granted, constituted, and appointed, and by these presents for us, our heirs and successors, do will, ordain, give, grant, constitute, and appoint, that the present members of the said Society, associated for the purpose aforesaid, that is to say, JOHN CRUGER, ELIAS DESBROSSES, JAMES JAUNCEY, JACOB WALTON, ROBERT MURRAY, HUGH WALLACE, GEORGE FOLLIOT, WM. WALTON, JOHN ALSOP, HENRY WHITE, PHILIP LIVINGSTON, SAMUEL VERPLANCK, THEOPHYLACT BACHE, THOMAS WHITE, MILES SHERBROOK, WALTER FRANKLIN, ROBERT ROSS WADDELL, ACHERSON THOMSON, LAWRENCE CORTWRIGHT, THOMAS RANDALL, WILLIAM M'ADAM, ISAAC LOW, ANTHONY VAN DAM, ROBERT WATTS, JOHN HARRIS CRUGER, GERARD WALTON, ISAAC SEARS, JACOBUS VAN ZANDT, CHARLES M'EVERS, JOHN MOORE, LEWIS PINTARD, LEVINUS CLARKSON, NICHOLAS GOUVERNEUR, RICHARD YATES, THOMAS MARSTON, PETER HASSENCLIVER, ALEXANDER WALLACE, GABRIEL H. LUDLOW, THOMAS BUCHANNAN, WM. NEILSON, SAMPSON SIMPSON, PETER KETTLETAS, GERARD W. BEEKMAN, JACOB WATSON, RICHARD SHARPE, PETER REMSEN, HENRY REMSEN, junior, WILLIAM SETON, EDW. LAIGHT, JOHN READE, ROBERT ALEXANDER, THOMAS W. MOORE, ABRAHAM LYNSON, ISAAC ROOSEVELT, NICHOLAS HOFFMAN, HAMILTON YOUNG, THOMAS WALTON, JOHN THURMAN, JOHN WEATHERHEAD, GARRET RAPELYE, GERARD DUYCKINCK, WILLIAM STEPPLE, WILLIAM IMLAY,

AUGUSTUS VAN HORNE, HENRY C. BOGERT, GEORGE W. LUDLOW, JOSEPH BULL, LEONARD LISPENARD, THOMAS MILLER, JAS. BEEKMAN, SAMUEL KEMBLE, ALEXANDER M'DONALD and SAMUEL BAYARD, jun., all of our City of New-York, in our said province of New-York, merchants, and their successors, to be elected by virtue of this our present Charter, shall for ever hereafter be one body corporate and politic in deed, fact and name, by the name and style, "THE CORPORATION OF THE CHAMBER OF COMMERCE IN THE CITY OF NEW-YORK, IN AMERICA," and them and their successors, by the same name, we do by these presents really and fully make, erect, create, constitute and declare one body politic and corporate, in deed, fact and name for ever; and will give, grant, and ordain, that they and their successors, the Corporation of the Chamber of Commerce in the City of New-York, in America, by the same name, shall and may have perpetual succession, and shall and may by the same name, be persons capable in the law to sue and be sued, implead and be impleaded, answer and be answered, defend and be defended, in all courts and elsewhere, in all manner of actions, suits, complaints, pleas, causes, matters and demands whatsoever, as fully and amply as any other of our liege subjects of our said province of New-York may or can sue or be sued, implead or be impleaded, defend or be defended, by any lawful ways or means whatsoever; and that they and their successors by the same name, shall be for ever hereafter persons capable and able in the law to purchase, take, receive, hold and enjoy to them and their successors, any messuages, tenements, houses and real estates whatsoever, and all other hereditaments of whatsoever nature, kind and quality they may be, in fee simple, for term of life or lives, or in any other manner howsoever, and also any goods, chattels or personal estate whatsoever as well for enabling them the better to carry into execution, encourage and promote, by just and lawful ways and means, such measures as will tend to promote and extend just and lawful commerce, as to provide for, aid and assist, at their discretion, such members of our said Corporation as may hereafter be reduced to poverty, and their widows and children: *Provided always*, the clear yearly value of the said real estate doth not at any time exceed the sum of three thousand pounds sterling, lawful money of our Kingdom of Great Britain. And that our said Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, by the same name, shall and may have full power and authority to give, grant, sell, lease, demise and dispose of the same real estate and hereditaments whatsoever, for life, or lives, or years, or for ever; and all goods, chattels and personal estates

To have perpetual succession.

To sue and be sued in all manner of actions.

May be capable in law to purchase and enjoy real estate.

To promote and extend commerce, and assist distressed members.

Provided their clear yearly income does not exceed £3,000 sterl. per ann.

Power to lease or dispose of real estate, &c.

whatsoever, at their will and pleasure, according as they shall judge to be most beneficial and advantageous to the good ends and purposes aforementioned. And that it shall and may be lawful for them and their successors for ever hereafter, to have a common seal, to serve for the causes and business of them and their successors, and the same seal to change, alter, break and make new from time to time at their pleasure. And also that they and their successors, by the same name, shall and may have full power and authority to erect and build out of their common funds, or by any other ways or means, for the use of the Corporation hereby erected, any house, houses or other buildings, as they shall think necessary and convenient. And for the better carrying into execution the purposes aforesaid, our royal will and pleasure is, and we do hereby give and grant to the Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, that there shall be for ever hereafter belonging to the said Corporation, one President, one or more Vice-President or Vice-Presidents, one or more Treasurer or Treasurers, and one Secretary; and for the more immediate carrying into execution our royal will and pleasure herein, we do hereby assign, constitute and appoint the above named JOHN CRUGER, Esq., to be the present President; the above named HUGH WALLACE to be the present Vice-President; the above named ELIAS DESBROSSES to be the present Treasurer, and the above named ANTHONY VAN DAM to be the present Secretary of our said Corporation hereby erected, who shall hold, possess and enjoy their said respective offices until the first Tuesday in May now next ensuing; and for keeping up the succession in the said offices, our royal will and pleasure is, and we do hereby for us, our heirs and successors, establish, direct and require, and give and grant to the said Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, that on the said first Tuesday in May now next ensuing, [and for the keeping up the succession in the said office, our royal will and pleasure is, and we do hereby for us, our heirs and successors, establish, direct and require, and give and grant to the said Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, that on the said first Tuesday in May now next ensuing,] and yearly, and every year for ever thereafter, on the first Tuesday in May in every year, they and their successors shall meet at some convenient place in our said City of New-York, to be fixed and ascertained by some of the by-laws and regulations of our said Corporation, and there, by the majority of such of them as shall so meet, shall by ballot

And have a common seal, which may be altered.

May build any house or houses.

For ever to have one President, one or more Vice-Presidents, one or more Treasurers, and one Secretary.

Appointment of J. Cruger, Esq., President; Hugh Wallace, Vice-President; Elias Desbrosses, Treasurer; Anthony Van Dam, Secretary.

On the first Tuesday in May in every year, to meet and choose officers.

or in such other manner and form as shall be regulated by the by-laws or regulations of our said Corporation, elect or choose one President, one or more Vice-Presidents, one or more Treasurer or Treasurers, and one Secretary, to serve in the said offices for the ensuing year, who shall immediately enter upon their respective offices, and hold, exercise and enjoy the same respectively from the time of such election, for and during the space of one year, and until other fit persons shall be elected and chosen in their respective places, according to the laws and regulations aforesaid. And in case any of the said persons by these presents nominated and appointed to the respective offices aforesaid, or who shall hereafter be elected and chosen thereto respectively, shall die, or on any account be removed from such offices respectively, before the time of their respective appointed services shall be expired, or refuse or neglect to act in and execute the office for which he or they shall be so elected and chosen, or is or are herein nominated or appointed, that then, and in any and every such case, it shall and may be lawful for the members of our said body corporate hereby erected to meet at such time and times, and at such place and places within our said City of New-York, and upon such notices and summons as shall for that purpose be established and directed by the by-laws or regulations of our said body corporate, and there, by the majority of such of them as shall so meet, elect and choose other or others to the said offices respectively in the place of him or them so dying, removing, neglecting, or refusing to act in manner and form, and after the same method to be observed in the annual elections of the like officers respectively, by virtue of these our letters patent, and the said by-laws or regulations of our said Corporation, hereby giving and granting that such person or persons as shall be so elected and chosen by the majority of such of the said members as shall meet in manner aforesaid, shall have, hold, exercise and enjoy such the office or offices to which he or they shall be so elected and chosen, from the time of such election until the first Tuesday in May then next ensuing, and until other or others be legally chosen in his or their place and stead, as fully and amply, to all intents and purposes whatsoever, as the person or persons in whose place he or they shall be chosen might or could have done by virtue of these presents. And our will and pleasure is, and we do hereby for us, our heirs and successors, ordain, direct and require, that every President, Vice-President, Treasurer and Secretary to be elected by virtue of these presents, shall, before they act in their respective offices, take an oath or affirmation to be to them administered by the President, or in his absence, by one of the

And elect one President, one or more Vice-Presidents, one or more Treasurers, and one Secretary, for one year.

And until other fit persons be chosen.

In case any of the present or future officers shall die or be removed,

others may be elected,

upon notice given.

by a majority of votes,

who shall exercise the offices until the first of May following.

Officers to take an oath or affirmation before the President or Vice-President, for the faithful discharge of their duty.

The first Tuesday in May in every year.

The President or any one of the Vice-Presidents, with such a number of the members as the by-laws direct, to be a legal meeting to adjourn from day to-day,

and transact business,

Vice Presidents of the preceding year, (who are hereby authorized to administer the same,) for the faithful and due execution of their respective offices during their continuance in the same respectively. And we do further, for us, our heirs and successors, give and grant to the Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, that besides the annual meeting of our said Corporation hereinbefore directed and appointed to be held on the first Tuesday in May in every year, it shall and may be lawful for them, their heirs and successors, for ever hereafter, for promoting and carrying into execution the laudable intents and designs aforesaid, and for the transacting the business and concerns of our said Corporation, to meet together on the first Tuesday in every month, for ever, at such place or places in our said City of New-York as shall for that purpose be established, fixed, ascertained and appointed by the by-laws and regulations of our said Corporation; and that the members of our said Corporation being so met, or so many of them in number at the least as shall by the by-laws or ordinances of our said Corporation be for that purpose from time to time established, directed, ordained or appointed, shall, together with the President or any one of the Vice-Presidents of our said Corporation for the time being, be a legal meeting of our said Corporation; and they or the major part of them so met, shall have full power and authority to adjourn from day to day, or for any other time, as the business of our said Corporation may require, and to do, execute and perform all and every act and acts, thing and things whatsoever which the said Corporation of the Chamber of Commerce in the City of New-York, in America, are or shall by these our letters patent be authorized to do, act or transact, in as full and ample manner as if all and every of the members of the said Corporation were present. And that at any such legal meeting of the said Corporation, they shall and may in writing, under the common seal, make, frame, constitute, establish and ordain, from time to time, and at all times hereafter, such laws, constitutions, ordinances, regulations and statutes, for the better government of the officers and members of the said Corporation, for fixing and ascertaining the places of meeting of our said Corporation as aforesaid, and for regulating all other their affairs and business as they, or the major part of them so legally met, shall judge best for the general good of the said Corporation, and profitable for the more effectually promoting the beneficial designs of their institution;—all which laws, constitutions, regulations, ordinances and statutes so to be made, framed, constituted, established and ordained as aforesaid, we will, command and ordain by these presents for

us, our heirs and successors, to be from time to time and at all times hereafter, kept, obeyed and performed in all things as the same ought to be, on the penalties and amercements in the same to be imposed and limited, so as the same laws, constitutions, regulations and statutes be reasonable in themselves, and not repugnant or contrary to the laws and statutes of that part of our kingdom of Great Britain called England, nor of our said province of New-York. And, for the keeping up and preserving for ever hereafter a succession of members for the said Corporation, our will and pleasure is, and we do hereby for us, our heirs and successors, ordain and give and grant to the said Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, that at any of the stated legal meetings of the said Corporation, to be held on the first Tuesday in every month for ever hereafter, but at no other meeting of our said Corporation, it shall and may be lawful for them and their successors for ever, to elect and choose, in such manner and form, and upon such terms and conditions, as shall be directed, ordained and established for that purpose by any of the said by-laws, statutes, constitutions or ordinances of the said Corporation, such and so many persons to be members of the said Corporation as they shall think beneficial to the laudable designs of the said Corporation; which persons, and every of them so from time to time elected and chosen, shall, by virtue of these presents and of such election, be vested with all the powers, authorities and privileges which any member of the said Corporation is hereby invested with. And in case any other extraordinary meeting or meetings of the said Corporation shall at any time or times be judged necessary for the promoting the interest and business of the said corporation, we do hereby for us, our heirs and successors, will, declare and ordain, that it shall and may be lawful for our said Corporation to meet from time to time, at such days and times, and at such places in our said City of New-York, and upon such notices or summons as shall for that purpose from time to time be settled, established, directed, ordained and appointed for that purpose, shall, together with the President, or one of the Vice-Presidents of the said Corporation for the time being, be a legal meeting of the said Corporation; and they, or the major part of them so met, shall have full power and authority to act, transact, do and perform all and singular whatsoever may be transacted, done and performed at any of the hereby stated meetings aforesaid of the said Corporation, saving and except the electing members, making laws, ordinances and statutes, and disposing of the real estates of the said Corporation. And our will and pleasure is, that until the same shall be

and be obeyed,

so that they are not repugnant or contrary to the laws of Great Britain and New-York.

For the succession of members,

at stated meetings only,

to elect and choose,

who are to have all the privileges that any member is hereby invested with.

Extraordinary meeting,

to meet upon notice,

to be legal,

but not to elect members, make laws, or dispose of real estate.

To be held in
the Exchange.

No act done
in any meeting
to be valid [un-
less a given
number be pres-
ent.]

otherwise regulated as aforesaid, that the meetings of the said Corporation shall be held in the great room of the building commonly called the Exchange, situate at the lower end of the street called Broad-street, in the said City of New-York ; and that until the same shall be also otherwise regulated as aforesaid, that no act done in any meeting of the said Corporation shall be legal, good or valid, unless the President, or one of the Vice-Presidents, and twenty others of the members of the said Corporation at the least be present, and the major part of them consenting thereto. And we do further give and grant to the said Corporation of the Chamber of Commerce in the City of New-York, in America, that it shall and may be lawful for the President of the said Corporation, at all times hereafter for ever, to appoint a door-keeper, one or more messenger or messengers, and all such other inferior officers as shall by him be thought necessary for the said Corporation, and to displace them, and any or every of them, at his will and pleasure. *Provided, nevertheless,* that no such door-keeper, messenger or other officer shall hold his or their office or offices by virtue of any such appointment longer than until the then next lawful meeting of our said Corporation, unless such person or persons so appointed shall be then approved of by the majority of such of the members of the said Corporation as shall then be met. And we do further, of our especial grace, certain knowledge, and mere motion, for us, our heirs and successors, grant and ordain, that when and as often as the President, or any Vice-President, Treasurer or Secretary of the said Corporation shall misdeemean himself in his or their said offices respectively, and thereupon a complaint or charge in writing shall be exhibited against him or them, by any member of the said Corporation, at any legal meeting or meetings of the said Corporation, that it shall and may be lawful for the members of the said Corporation then met, or the major part of them, from time to time, upon examination and due proof, to suspend or discharge such President, Vice-President, Treasurer or Secretary, from their offices respectively, although the yearly or other time for their respective services shall not be expired, any thing before in these presents contained to the contrary thereof in any wise notwithstanding. And further, we do by these presents for us, our heirs and successors, give and grant unto the said Corporation of the Chamber of Commerce in the City of New-York, in America, and their successors for ever, that this our present Charter shall be deemed, adjudged and construed in all cases most favorably, and for the best benefit and advantage of our said Corporation, and for promoting the good intentions and designs hereinbefore expressed, inducing us graciously

to grant the same ; and that this our present grant, being entered on record as hereinafter is expressed, or the enrolment thereof, shall be for ever hereafter good and effectual in the law, according to our true intent and meaning hereinbefore declared, without any other license, grant or confirmation from us, our heirs and successors, hereafter by the said Corporation to be had or obtained, notwithstanding the not reciting or misrecital, or not naming or misnaming of the aforesaid offices, franchises, privileges, immunities or other the premises, or any of them, and although no writ of *ad quo damnum*, or other writs, inquisitions or precepts hath been upon this occasion had, made, issued or prosecuted, any statute, act, ordinance or provision, or other matter or thing to the contrary thereof in any wise notwithstanding. In testimony whereof, we have caused these our letters to be made patent, and the great seal of our said province to be hereunto affixed, and the same to be entered on record in our Secretary's office, for our said province, in one of the books of patents there remaining.

Witness our trusty and well-beloved CADWALLADER COLDEN, Esquire, our Lieutenant-Governor and Commander-in-Chief of our said province of New-York, and the territories depending thereon, in America, by and with the advice and consent of our Council for our said province, at Fort George, in our City of New-York, this thirteenth day of March, in the year of our Lord one thousand seven hundred and seventy, and of our reign the tenth.

ACT OF RE-INCORPORATION
OF THE
CHAMBER OF COMMERCE.

AN ACT

TO REMOVE DOUBTS CONCERNING THE CORPORATION OF THE CHAMBER
OF COMMERCE, AND TO CONFIRM THE RIGHTS AND PRIVILEGES
THEREOF.

Passed the 13th April, 1784.

Preamble.

WHEREAS, GEORGE THE THIRD, King of Great Britain, did, on the thirteenth day of March, one thousand seven hundred and seventy, grant certain letters patent to the persons therein named, under the great seal of the then colony of New-York, which said letters patent are in the words following, that is to say:

(Here follows a recital of the preceding Charter.)

Reciting the
petitioners for a
revival of the
Corporation.

And whereas, SAMUEL BROOME, JEREMIAH PLATT, JOHN BROOME, BENJAMIN LEDYARD, THOMAS RANDALL, ROBERT BOWNE, DANIEL PHŒNIX, JACOB MORRIS, ELIPHALET BRUSH, JAMES JARVIS, JOHN BLAGGE, VINER VAN ZANDT, STEPHEN SAYRE, JACOBUS VAN ZANDT, NATHANIEL HAZARD, THOMAS HAZARD, ABRAHAM P. LOTT, ABRAHAM DURYEE, WILLIAM MALCOLM, JOHN ALSOP, ISAAC SEARS, JAMES BEEKMAN, ABRAHAM LOTT, COMFORT SANDS, JOSEPH BLACKWELL, JOSHUA SANDS, LAWRENCE EMBREE, GEORGE EMBREE, GERARDUS DUYCKINCK, JUN., CORNELIUS RAY, ANTHONY GRIFFITHS, THOMAS TUCKER, JOHN BERRIAN, ISAAC ROOSEVELT, JOHN FRANKLIN, JOHN H. KIP, HENRY H. KIP, ARCHIBALD CURRIE, DAVID CURRIE, and JONATHAN LAWRENCE, all of the said city, merchants, have, by their humble petition set forth, that the said letters patent, and the powers and privileges exercised and enjoyed under the same, have greatly promoted the commercial interest of this State, and that great and daily inconveniences and injury are suffered by the suspension thereof, and have prayed that the said letters patent, with all and singular the powers and franchises therein contained, may be revived, confirmed and established:

1. *Be it therefore enacted by the people of the State of New-York, represented in Senate and Assembly, and it is hereby enacted by the authority of the same,* That the said letters patent, and all and singular the powers, rights, privileges, franchises and immunities therein and thereby granted, shall be, and the same are hereby ratified and confirmed; and the said letters patent, and all and every other former rights, privileges, franchises and immunities therein and thereby granted, shall be and remain in full force and efficacy, notwithstanding any non-user or mis-user of any of the said powers, rights, privileges, franchises and immunities heretofore had, committed, done or suffered, between the nineteenth day of April, one thousand seven hundred and seventy-five, and the day of the passing of this Act. And the said SAMUEL BROOME, JEREMIAH PLATT, JOHN BROOME, BENJAMIN LEDYARD, THOMAS RANDALL, ROBERT BOWNE, DANIEL PHENIX, JACOB MORRIS, ELIPHALET BRUSH, JAMES JARVIS, JOHN BLAGGE, VINER VAN ZANDT, STEPHEN SAYRE, JACOBUS VAN ZANDT, NATHANIEL HAZARD, THOMAS HAZARD, ABRAHAM P. LOTT, ABRAHAM DURYEE, WILLIAM MALCOLM, JOHN ALSOP, ISAAC SEARS, JAMES BEEKMAN, ABRAHAM LOTT, COMFORT SANDS, JOSEPH BLACKWELL, JOSHUA SANDS, LAWRENCE EMBREE, GEORGE EMBREE, GERARDUS DUYCKINCK, Jr., CORNELIUS RAY, ANTHONY GRIFFITHS, THOMAS TUCKER, JOHN BERRIAN, ISAAC ROOSEVELT, JOHN FRANKLIN, JOHN H. KIP, HENRY H. KIP, ARCHIBALD CURRIE, DAVID CURRIE and JONATHAN LAWRENCE, shall and may for ever hereafter remain, continue, and be a body corporate and politic in deed, fact and name, by the name of "THE CORPORATION OF THE CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK," and by that name to sue, plead and be impleaded, and to answer and to be answered.

Charter of the Chamber of Commerce confirmed,

notwithstanding any non-user, between the 19th of April, 1775, and the date of this Act.

Members of the present Chamber of Commerce.

Name of the present Chamber of Commerce.

2. *And be it further enacted by the authority aforesaid,* That the said JOHN ALSOP shall be the present President, and the above named ISAAC SEARS the present Vice-President; that the above named JOHN BROOME, the present Treasurer, and the above named JOHN BLAGGE, the present Secretary of the said Corporation, who shall hold, possess and enjoy their said respective offices, until the first Tuesday in May now next ensuing; and in case any or either of the said persons hereby nominated and appointed to the respective offices aforesaid, shall happen to die, or shall neglect or refuse to act in or execute, or shall be removed from such office or offices respectively, before the said first Tuesday in May next, that then, and in every such case, it shall and may be lawful for the members of the said body corporate to meet at such time and times, and such place and places within the said

Names of the President, Vice-President, Treasurer and Secretary.

Their continuance in office.

When and how other officers shall be elected to the Presidency, &c.

city as they shall for that purpose appoint, and upon such notices or summons as have heretofore been used and established by the said body corporate, and then and there, by the majority of such as shall so meet, to elect and choose other or others to the said office or offices respectively, in the place of him or them so dying, or neglecting or refusing to act, or being removed, in the manner heretofore used in the annual elections of the like officers, which person or persons so elected and chosen, shall enjoy and exercise the said office or offices, and all and singular the privileges and powers thereto belonging or appertaining, until the said first Tuesday in May next.

3. *And be it further enacted by the authority aforesaid,*
 That the Corporation of the Chamber of Commerce of the State of New-York, and their successors, shall and may for ever hereafter, peaceably have, hold, use and enjoy all and every the rights, powers, liberties, privileges, franchises, usages, lands, tenements, estates and hereditaments, which have heretofore, by virtue of the above recited Charter, been given or granted unto the said Corporation, by the name of the Corporation of the Chamber of Commerce in the City of New-York, in America.

All former rights, &c., to be enjoyed by the present Corporation.

NOTE.—All subsequent amendments to the Charter of the Chamber of Commerce will be found in the 16th Annual Report, Part I., pp. 206, 214.

BY-LAWS OF THE CORPORATION
OF THE
CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK,
In Force May, 1875.

ARTICLE I.

OFFICERS AND THEIR ELECTION.

THE Officers of the Chamber shall be a President, two Vice-Presidents, a Treasurer and a Secretary, all of whom shall be chosen by ballot at the first regular meeting in May of each year.

A majority of the votes cast at each election shall be necessary in each instance to elect. The persons so elected shall take the oath or affirmation required by the Charter, and shall continue in office one year, or until their successors shall have become duly qualified to office according to the Charter.

Should any person so elected decline to serve, or resign his office, or his office become vacant by his death, the vacancy shall be filled by an election at the next regular meeting of the Chamber, held after such declination or resignation shall have been reported to the Chamber.

No person shall hold the office of President or Vice-President for more than three yearly terms, unless he shall be re-elected by a vote of three-fourths of the ballots cast at the election; and the same vote shall be necessary for each succeeding re-election of same person to same office.

ARTICLE II.

MEETINGS.

The regular meetings of the Chamber for the transaction of business shall be held in the Hall of the Chamber on the first Thursday in each month, (the summer vacation only excepted,) at one o'clock, P. M. When the first Thursday in any month shall fall on a legal holiday, the regular monthly meeting shall be held on the Thursday following, unless otherwise ordered by a vote of the Chamber.

Special meetings may be held at such other places, and at such other times as the President, or in his absence, the Vice-Presidents, in their order, may designate, upon the written requisition of ten members; provided, that one day's notice of the time, place and object of the meeting shall have been publicly given; and also provided, that no other business except that designated in such call and notice shall be acted upon.

ARTICLE III.

MEMBERS AND THEIR ELECTION.

No person shall be admitted members of this Corporation but merchants or others residents of this or contiguous States engaged in trade or commerce, or in pursuits directly connected therewith.

All nominations for membership of the Chamber must be made in writing, together with a statement of the occupation and qualification of the candidate, and be addressed to the Executive Committee for consideration.

If the Executive Committee approve the nomination, they shall report the same to the Chamber at the first regular meeting thereafter. The candidate shall be then balloted for; and if five or more negative ballots appear, he cannot be admitted a member, nor be again proposed until after the expiration of a year from the time of such rejection.

The Chamber may expel any member for dishonorable conduct or dealings, but only after a hearing of such member at a regular meeting, and by a two-third vote of the members present. *Provided*, that the Executive Committee shall recommend such expulsion, and that due notice be given by the Secretary of the Chamber, both to the accused member and to the Chamber at large, of the day when such hearing may be had; and also provided, that if the accused member do not appear for such hearing, in person or by proxy, the vote may be taken on his expulsion as though he had appeared.

The Secretary of the Chamber shall furnish to each member who may apply therefor, and who shall have paid his admission or annual fees, an engraved certificate of membership, duly signed and authenticated.

ARTICLE IV.

HONORARY MEMBERS.

Honorary members may be elected at any meeting of the Chamber, whether regular or special, on the nomination of the Executive Committee, and without ballot, unless called for. They shall be entitled to all the privileges of regular members, except the right of vote. They shall be exempt from payment of any fees whatever.

The Secretary shall furnish each honorary member, thus elected, with a certificate of membership, duly signed and authenticated.

ARTICLE V.

FEES.

Each member elected to the Chamber shall pay an admission fee of twenty-five dollars, which shall be in full for the calendar year in which he is elected. And each member of the Chamber shall pay annually, while he shall remain a member, a fee of twenty dollars.

The Executive Committee may, in its discretion, for reasons satisfactory to itself, remit the annual fees of any member; and it may

accept the resignation of any member, at any time, if the annual fees of such member, to the date of such resignation, shall have been paid or remitted.

If the fees of any member remain unpaid, for a term of two years, the name of such defaulting member may be reported to the Chamber, and thereafter, unless otherwise ordered by the Chamber, be stricken from the rolls.

ARTICLE VI.

DUTIES OF OFFICERS.

Of the President.—The President shall exercise a general supervision of the affairs and interests of the Chamber. When in the city, or not unavoidably absent, he shall preside at all meetings of the Chamber, regular and special. All motions of business and adjournment shall be addressed to him. He shall appoint all Special Committees, except where the Chamber shall otherwise order. He shall sign all official documents of the Chamber. He shall countersign the annual accounts of the Treasurer, when duly audited. He shall call special meetings of the Chamber, on the written requisition of not less than ten members, stating the object thereof, and shall designate the time and place at which such special meeting may be held, and direct the due notification thereof.

Of the Vice-Presidents.—The Vice-Presidents, in the order of seniority, shall, in the absence of the President, have the same power and authority as the President, when personally present.

Of the Treasurer.—The Treasurer shall have the charge of all moneys collected or received for the use of the Chamber. He shall disburse the same, when not otherwise provided for by these by-laws, only upon the written warrants of the Executive Committee. He shall keep books of account of all receipts and disbursements, and the vouchers therefor, in the usual form, and shall produce a copy of the same, fairly stated, for the inspection of the members, at each annual meeting. Such copy of accounts shall be duly audited by auditors appointed for the purpose by the Chamber, and be signed by them and countersigned by the President, on or before the Tuesday next preceding the annual meeting. The Treasurer shall deliver over to his successor the cash remaining in his hands, as also any certificates of stock or other securities, the property of this Chamber, together with the books of account, chest and key, and may require a receipt therefor. In the absence of the Treasurer elect, the same shall be delivered to the President.

Of the Secretary.—The Secretary shall devote himself entirely to the affairs of the Chamber. He is the custodian of the property of the Chamber, and shall have care of the rooms, furniture, library, pictures, and of all documents and correspondence belonging to the Corporation. He shall look to the insurance of such property against fire. He shall attend all meetings, and keep a fair and correct

register of all proceedings, rules and regulations of the Chamber, which shall be regularly entered in the book of minutes, after the ancient usage. He shall also attend upon and keep minutes of the proceedings of the Executive and other Standing Committees, and shall assist the Special Committees as far as in his power. He shall, under direction of the President, conduct the correspondence of the Chamber. He shall duly notify members of their election, sign all documents jointly with the President, and have the custody of the seal of the Chamber for their proper authentication. He shall give due notice of all meetings, both regular and special. It shall be his duty, whenever the President, or one of the Vice-Presidents, shall not appear at any meeting regularly called, and after reasonable delay, to declare such meeting irregular, and adjourn it *sine die*.

He shall see to the collection of all dues from members, and regularly return the same to the Treasurer, and shall render him all required assistance in the clerical part of his duties. He shall prepare the Annual Report of the Chamber, under the general guidance of the Executive Committee.

In the absence of the Secretary, the President shall appoint one of the members to take his place for the time being.

ARTICLE VII.

STANDING COMMITTEES.

The Standing Committees of the Chamber shall be:

An Executive Committee, of which the President, two Vice-Presidents and Secretary shall be members *ex officio*.

A Committee of Arbitration and Appeal.

A Committee on Finance and Currency.

A Committee on Foreign Commerce and the Revenue Laws.

A Committee on Internal Trade and Improvements.

A Committee on the Harbor and Shipping.

Each of these Standing Committees shall consist of a Chairman and four members, and, except the Committee on Arbitration and Appeal, as otherwise hereinafter provided, shall be elected at the regular annual May meeting, and shall continue in office until others are elected in their place. Vacancies occurring in any Committee may be filled at any regular meeting of the Chamber.

Three members of any Committee shall constitute a quorum for the transaction of business.

ARTICLE VIII.

DUTIES OF STANDING COMMITTEES.

Of the Executive Committee.—The Executive Committee shall, under the direction of the Chamber, have a general control of the property and affairs of the Chamber. It shall act as an advisory committee to the Secretary, and direct the preparation of the Annual Report of the Chamber. It shall audit all bills and claims against the Corporation, and direct their payment, if approved, except bills

for only salaries and rent, which shall be approved by the President, and paid upon his order, or that of one of the Vice-Presidents, in his absence. It shall fix the amount of all salaries and compensation for service. It shall consider all nominations for membership, for the Standing Committees and other elective officers of the Chamber, and report the same regularly to the Chamber. It shall have power to accept resignations and remit fees as hereinbefore provided by Article V.

Upon complaint of any member for dishonorable conduct or dealings on the part of any other member, it may, in its discretion, report the complaint to the Chamber, with recommendation to expel the offending member, but not otherwise; always provided, that it give to the member complained of an opportunity for a prior hearing, either in person or by proxy, before making such report.

The Executive Committee shall hold a regular monthly meeting for consideration of nominations and audit of bills on the Tuesday next preceding the regular monthly meeting of the Chamber.

OF THE COMMITTEES OF ARBITRATION AND OF APPEAL.*

The Committee of Arbitration shall consider and decide all mercantile disputes which may arise between members of the Chamber, or between parties claiming by, through or under them, which may be referred to it by mutual agreement.

This Committee shall consist of five members, who shall be elected by ballot.

A Chairman and one other member of the Committee shall be elected at the regular annual May meeting, and one member shall be elected at the regular meetings of August, November and February in each year, and shall hold office for one year.

An appeal may be taken from any decision of the Committee of Arbitration, provided that notice of appeal in writing be served on the Chairman of the Committee of Arbitration and on the opposite party, within ten days after the award in the case shall have been made and notice thereof shall have been served on the parties.

The Committee of Appeal shall consist of the President, the First and Second Vice-Presidents and the Treasurer of the Chamber, together with the Chairman of the Committee of Arbitration.

The Committees of Arbitration and Appeal, respectively, shall have power to adopt such rules and regulations as they shall find necessary, from time to time; and they shall keep minutes of their proceedings and decisions, which shall be in the charge of the Secretary of the Chamber for the inspection of the Chamber.

It shall be the duty of the members of the Committees of Arbitration and Appeal, respectively, to meet, hear and determine, with reasonable promptitude, all cases which shall be submitted to them. And the Committees shall report to the Chamber any neglect or refusal of any member to perform his duty at the next regular meeting after such neglect or refusal.

* Abolished by Act establishing the Court of Arbitration.

The Committee of Arbitration shall have power to appoint a clerk, to prescribe his duties and to fix his emoluments; and such clerk shall also serve the Committee of Appeal.

In the case of a vacancy occurring in either of the Committees of Arbitration or Appeal, the vacancy shall be filled at the next meeting of the Chamber.

OF OTHER STANDING COMMITTEES.

Their duty shall be to examine into and make report upon such subjects as may be referred to them by the Chamber, or they may originate and report to the Chamber such views as they may deem proper for its consideration.

They shall, respectively, keep regular minutes of their meetings and proceedings, in which the Secretary shall give them all required assistance, and they shall make an annual written report to the Chamber at its regular annual May meeting.

ARTICLE IX.

OF OTHER COMMITTEES UNDER THE LAWS OF THE STATE.

The Chamber shall elect, in conformity with the laws of the State, the following named officers:

Trustees of the Institution for the Savings of Merchants' Clerks.—There shall be elected by ballot, at the regular meeting of the Chamber, in May of each year, three members of the Chamber to act as Trustees of the Institution for the Savings of Merchants' Clerks. The Trustees, so elected by the Chamber, shall report to it annually in writing, at its regular meeting in May, a true and fair account of the condition of that Institution, [as by law of the State of New-York, passed April 12, 1848.]

Commissioners of Pilots.—There shall be elected by ballot, to serve for two years, at a special meeting called for the purpose, three members of the Chamber to act as Commissioners of Pilots. Whenever any vacancy shall occur by death, resignation or otherwise, of either of such Commissioners so elected, the vacancy shall be filled at a special meeting of the Chamber, and the term of service of the member so elected shall date from the day of such election, [as by law of the State of New-York, passed June 28, 1853.]

Trustees of the Nautical School for the Harbor of New-York.—There shall be elected by ballot, at the regular meeting of the Chamber in May, in 1876, and at the interval of every five years thereafter, three members of the Chamber to act as Trustees of the Nautical School for the Harbor of New-York, [as by law of the State of New-York, passed April 15, 1861.]

Commissioner for Licensing Sailors' Boarding-Houses or Hotels.—There shall be elected by ballot, to serve for one year, at the regular meeting of the Chamber in May, a member of the Chamber to ac

as Commissioner for Licensing Sailors' Boarding-Houses or Hotels in the Cities of New-York and Brooklyn, [as by law of the State of New-York, passed March 21, 1866.]

Council of the Nautical School.—There shall be elected by ballot, to serve for one year, at the regular meeting of the Chamber in May, three members of the Chamber to act as the Council of the Nautical School, [as by law of the State of New-York, passed April 24, 1873.]

Whenever any vacancy shall occur in the above named offices by death, resignation or otherwise, except in that of the Commissioners of Pilots, the same shall be filled at the regular meeting of the Chamber next following.

ARTICLE X.

QUORUM AND ADJOURNMENT.

Eleven members of the Chamber, of which number the President or one of the Vice-Presidents must always be one, shall be necessary to form a quorum for the transaction of business, or to ballot for members.

In case a quorum shall not be present at the time fixed for any regular meeting of the Chamber, the President, or, in his absence, the senior Vice-President present, may adjourn the meeting to such other day in the same month as he may judge proper; but in case there be no quorum present at the time fixed for any special meeting, such adjournment shall not be made, except by consent of two-thirds of the members present.

If there fail to be a quorum, from the absence of the prescribed officers, it shall be the duty of the Secretary to declare the meeting adjourned *sine die*.

ARTICLE XI.

RULES OF ORDER.

At all regular meetings of the Chamber, (except the annual meeting, for which a special order shall be prepared each year by the Executive Committee,) the regular order of business shall be:

1. Reading of the minutes.
2. Report of the Executive Committee on nominations for membership.
3. Ballot for members.
4. Report of Executive Committee.
5. Reports of Standing Committees, in their order, on the call of the President.
6. Reports of Special Committees.
7. Unfinished business.
8. New business.

Members having any motion or remarks to make, shall rise and address the Chair. All resolutions or propositions, of whatever

nature, must be reduced to writing before they can be entertained. The time to be taken by any member in debate may be limited by the presiding officer at the request of the Chamber. Each member shall be entitled to the floor, without interruption, for such time as may be allowed to him. Where reports of Committees are submitted to debate, the Chairman of the Committee introducing such report may open and close the debate.

At special meetings, called to hear and consider reports of Committees ordered by the Chamber, no new propositions or resolutions in the nature of substitutes, (except the report of the minority of the Committee, if any,) shall be introduced or debated until after final action shall have been taken upon the report of such Committee; when, if it be rejected, such new propositions or resolutions may be entertained, but no business other than that named in the requisition and call for the special meeting shall be entertained, even though unanimous consent be had.

Members having appeared in the Chamber shall not withdraw previous to adjournment, except by permission from the President.

ARTICLE XII.

PRIVILEGES OF STRANGERS.

Members of the Chamber may, by ticket, introduce to the Rooms and the use of the Library, Newspapers and Magazines, any stranger, and such ticket shall be available for one month from date.

ARTICLE XIII.

POWERS OF DELEGATIONS.

Delegations, or Committees, which may be appointed by this Chamber, at any time, to represent it at any meeting of *Chambers of Commerce or Boards of Trade*, or at any other Convention, Meeting or Assembly whatever, shall have no authority, by virtue of such appointment, to bind this Corporation to concur in the action of any such body; but such Delegations or Committees shall report to the Chamber all propositions or actions of such body for its concurrence or dissent.

ARTICLE XIV.

All proposed amendments to the By-Laws shall be submitted, in writing, at a regular meeting of the Chamber; but no such amendments shall be acted upon before the next regular meeting.

DONATIONS TO THE LIBRARY OF THE CHAMBER OF COMMERCE,

FROM MAY, 1874, TO MAY, 1875.

By Hon. BENJAMIN H. BRISTOW, *Secretary of the Treasury.*

Annual Report of the Secretary of the Treasury on the State of the Finances for the year ending June 30, 1874.

By Hon. WILLIAM W. BELKNAP, *Secretary of War.*

Official Army Register for 1875.

By Hon. EDWARD YOUNG, *Chief of the Bureau of Statistics, Washington.*

List of Merchant Vessels of the United States, with the official numbers and signal letters awarded them, by the Chief of the Bureau of Statistics, in accordance with the provisions of the Act of Congress, approved July 28, 1866; also, Lists of Vessels belonging to the U. S. Navy, and to the Revenue Marine.

Special Report on the Customs Tariff Legislation of the United States.

Home Consumption and Imposts Statements, being numbers 18, 19, 20, 21, 22, 23, 24, 25 and 26, of the Annual Report of Hon. EDWARD YOUNG, Ph. D., Chief of the U. S. Bureau of Statistics on Commerce and Navigation, for the fiscal year ending June 30, 1874.

Report on the Finances for the year ending June 30, 1874.

By Hon. JOHN JAY KNOX, *Comptroller of the Currency of the United States.*

Annual Report of the Comptroller of the Currency, to the Second Session of the Forty-third Congress of the United States.

By Major GEORGE H. ELLIOTT, *Corps of Engineers, U. S. A.*

Annual Report of the United States Light-House Board for the year 1872, and the same for year 1873.

By Capt. C. P. PATTERSON, *Superintendent U. S. Coast Survey.*

Annual Report of the Superintendent of the United States Coast Survey for the year 1870.

By General ALBERT J. MYER, *C. S. Officer U. S. A.*

Report of the Chief Signal Officer War Department, 1873.

By the UNITED STATES HYDROGRAPHIC OFFICE, *Washington*.

Remarks of Captain M. A. LEFEVRE, of the French Navy, on the Voyage of the *Vandreuil* through the Patagonian Channels and Magellan Straits.

By the LIGHT-HOUSE BOARD, *Washington*.

Report of a tour of inspection of European Light-House Establishments, made in 1873, by Major GEORGE H. ELLIOT, Corps of Engineers U. S. A., Member and Engineer, Secretary of the Light-House Board.

List of Light-Houses, Lighted Beacons and Floating Lights on the Atlantic Gulf and Pacific Coasts of the United States. (12 copies.)

List of Lights on the Northern Lake and River Coasts of the United States, and also of the Canadian Lights on the Northern Shores of those waters.

By Hon. A. R. SPOFFORD, *Librarian of Congress*.

Annual Report, exhibiting the progress of the Library during the year ending December 1, 1874.

By Hon. JOHN G. THOMPSON, *Commissioner*.

Eighth Annual Report of the Commissioner of Rail-Roads and Telegraphs of Ohio for the year ending June 30, 1874.

By the CENTRAL BUREAU OF STATISTICS OF THE GERMAN EMPIRE AT BERLIN.

Viertel-jahrshefte zur Statistik des Deutschen Reichs für das Jahr 1874.

By the BUREAU OF STATISTICS OF THE HANSA TOWN, BREMEN.

Jahrbuch für die Amtliche Statistik des Bremischen Staats
Herausgegeben von dem Bureau für Bremische Statistik.
VII Jahrgang.

By A. L. DE LA FOREST, Esq., *Consul-General for France at N. Y.*

Annals of French Commerce, in monthly parts, for the years 1873-1874.

By STEPHEN ROGERS, Esq., *Consul for Chili at New-York*.

Commercial Statistics of the Republic of Chili, from the year 1844 to 1873.

By WILLIAM R. E. BROWN, *Registrar-General of Wellington, N. Z.*

Statistics of New-Zealand for 1872, with an Appendix containing the agricultural statistics of the Colony in February, 1873, compiled from official records.

Statistics of the Colony of New-Zealand for the year 1873, with abstracts from the agricultural statistics of 1874.

By Hon. NELSON K. HOPKINS, *Comptroller of the State of New-York.*

Communication from the Governor of New-York, transmitting a communication from the Governor of New-Jersey, together with a concurrent Resolution of the Legislature of New-Jersey, and a Report of the Commissioner of the State of New-York relative to Quarantine Jurisdiction.

Annual Report of the Comptroller of the State of New-York, transmitted to the Legislature Jan. 5, 1875. (40 copies.)

By Hon. F. S. THAYER, *Auditor of the Canal Department of the State of New-York.*

Annual Financial Report of the Auditor of the Canal Department of the State of New-York for the year 1874.

By Hon. ORLOW W. CHAPMAN, *Superintendent of the Insurance Department of the State of New-York.*

Sixteenth Annual Report of the Superintendent of the Insurance Department, State of New-York.

By the CHAMBER OF COMMERCE OF MILWAUKEE.

Sixteenth Annual Report of the Trade and Commerce of Milwaukee, for the year ending December 31, 1873, and fiscal year of the Chamber of Commerce ending April 6, 1874.

By the CHAMBER OF COMMERCE OF RICHMOND.

Report on the Trade and Commerce of Richmond, Va., with other Statistics and Documents for 1872-1873.

By the CHAMBER OF COMMERCE OF SAINT PAUL.

Seventh Annual Report of the Chamber of Commerce of Saint Paul for the year ending December 31, 1873.

By the BOARD OF TRADE OF CINCINNATI.

Fifth Annual and Sixth Statistical Report of the Board of Trade of Cincinnati for the commercial year ending January 4, 1874, and fiscal year ending March 1, 1874.

By the BOARD OF TRADE OF BUFFALO.

Statistics and Information relative to the Trade and Commerce of Buffalo for the year ending December 31, 1874. (2 copies.)

By the BOARD OF TRADE OF PEORIA.

Fourth Annual Report of the Trade and Commerce of the City of Peoria for the year ending December 31, 1873. (2 copies.)

Fifth Annual Report of the Trade and Commerce of the City of Peoria for the year ending December 31, 1874.

By the BOARD OF TRADE OF BOSTON.

Twentieth Annual Report of the Board of Trade of Boston for the year 1873.

Twenty-first Annual Report of the Board of Trade of Boston for the year 1874.

By the BOARD OF TRADE OF THE CITY OF NEWARK.

Sixth Annual Report of the Directors of the Board of Trade of the City of Newark, N.J., for the year ending December 31, 1873.

By the BOARD OF TRADE OF OSWEGO.

Reciprocity with British N. A. Vindicated. (Pamphlet.)

By the BOARD OF TRADE OF PHILADELPHIA.

Forty-first Annual Report of the Philadelphia Board of Trade for the year 1874.

By the BOARD OF TRADE OF DETROIT.

Eleventh Annual Report of the Detroit Board of Trade for the year 1874.

By the BOARD OF TRADE OF MOBILE.

Annual Report of the Board of Trade of Mobile for the year ending November 30, 1874, with the Reports of the President, Board of Control, Superintendent, Treasurer, etc.

By the BOARD OF TRADE OF CHICAGO.

Seventeenth Annual Report on the Trade and Commerce of Chicago for the year ending December 31, 1874.

By the COMMERCIAL EXCHANGE OF PHILADELPHIA.

Twentieth Annual Report of the Commercial Exchange of Philadelphia for the year 1874. (2 copies.)

By the UNION MERCHANTS' EXCHANGE OF ST. LOUIS.

Annual Statement of the Trade and Commerce of St. Louis for the year 1874.

By the PRODUCE EXCHANGE OF NEW-YORK.

Annual Report of the Board of Managers of the New-York Produce Exchange for the year ending June 1, 1874.

Treasurer's Report of the New-York Produce Exchange, May 26, 1874.

Copies of Communication touching negotiations carried on between the Exchange and the Railway Companies, relative to the grading of grain at the Port of New-York, with accompanying documents.

By the BUTTER AND CHEESE EXCHANGE OF NEW-YORK.

First Annual Report of the Butter and Cheese Exchange of New-York, 1874.

By the SILK ASSOCIATION OF AMERICA.

Annual Report of the Silk Association of America, Wednesday, May 13, 1874.

By the MARITIME ASSOCIATION OF NEW-YORK.

Constitution and By-Laws of the Maritime Association of the Port of New-York.

By the DEPARTMENT OF DOCKS OF THE CITY OF NEW-YORK.

Map showing high and low water mark and original grants of lands under water, extending from Hudson to East Rivers, and Battery to Fifty-third-street.

By the DAILY BULLETIN ASSOCIATION OF NEW-YORK.

The "Specie Basis;" How attainable. (Pamphlet.)

By the SOCIETY OF CIVIL ENGINEERS OF NEW-YORK.

American Society of Civil Engineers, Rapid Transit and Terminal Freight Facilities. Report of the Committee appointed September 3, 1874, to investigate the best means of Rapid Transit, and of handling Freight in and about the City of New-York.

By the BOARD OF SUPERVISORS OF SAN FRANCISCO, CAL.

San Francisco Municipal Reports for the fiscal year 1873-74, ending June 30, 1874.

By the RELIEF AND AID SOCIETY OF CHICAGO.

Report of the Chicago Relief and Aid Society of disbursements of contributions for the sufferers by the Chicago Fire.

By the CHAMBER OF COMMERCE OF BORDEAUX, FRANCE.

Extrait du Proces-verbal, de la seance, d'installation Des Nouveaux Membres de la Chambre de Commerce de Bordeaux. 1872 to 1875.

By the CHAMBER OF COMMERCE OF MARYBOROUGH, IRELAND.

Report of Proceedings of the Committee of the Chamber of Commerce of Maryborough for the year ending February 28, 1874, with list of members and office bearers.

By the CHAMBER OF COMMERCE OF HONG KONG, CHINA.

Report of the Committee of the Hong Kong General Chamber of Commerce for the half year ending December 31, 1873.

By the CHAMBER OF COMMERCE OF MELBOURNE, AUSTRALIA.

Twenty-third Annual Report of the Chamber of Commerce of Melbourne, with list of members, &c., April, 1874.

By the CHAMBER OF COMMERCE OF EDINBURGH, SCOTLAND.

Eighty-ninth Report of the Directors of the Chamber of Commerce and Manufactures in the City of Edinburgh, 1873–1874.

By the CHAMBER OF COMMERCE OF DUNDEE, SCOTLAND.

Report of the Dundee Chamber of Commerce for the year ending March 31, 1875.

By the CHAMBER OF COMMERCE OF BENGAL, INDIA.

Report of the Committee of the Bengal Chamber of Commerce from November 1, 1873, to April 30th, 1874.

Report of the Committee of the Bengal Chamber of Commerce from May 1 to October 31, 1874.

By the CHAMBER OF COMMERCE OF VERVIERS, BELGIUM.

Rapport General sur la situation du Commerce et de L'Industrie de l'arrondissement de Verviers pendant l'Annee, 1873.

By the CHAMBER OF COMMERCE OF BREMEN, GERMANY.

Official Reports relating to years 1870 and 1873.

By the CHAMBER OF COMMERCE OF GLASGOW, SCOTLAND.

Ninety-second Report of the Directors of the Chamber of Commerce and Manufactures in the City of Glasgow, incorporated by Royal Charter, 1783–1874.

By the CHAMBER OF COMMERCE OF MANCHESTER, ENGLAND.

Fifty-fourth Annual Report of the Board of Directors of the Manchester Chamber of Commerce for the year 1874.

Fourteenth Annual Report of the Association of Chambers of Commerce of the United Kingdom, and Reports of the proceedings, also the Laws and By-Laws of the Association.

By HENRY F. SPAULDING, Esq.

Portrait of the late JAMES BOORMAN, Esq., Vice-President of the Chamber of Commerce of New-York from 1839 to 1841, and first President of the Hudson River Rail-Road Company. Painted by THOMAS P. ROSSITER.

Portrait of JAMES BROWN, a member of the Chamber of Commerce of New-York from 1827. Painted by THOMAS P. ROSSITER.

By MESSRS. HARTSHORNE & KING.

American Lloyd's Register of American and Foreign Shipping for the year 1875.

By DANIEL C. ROBBINS, Esq.

Tariff Revision. A Reply to the Proceedings of the Philadelphia Drug Exchange on the proposed revision of the Tariff, embracing the addresses of ALEXANDER H. JONES, President, to the members of the Drug Exchange, Nov. 25, 1874.

By Major-General JOHN NEWTON, *U. S. Army.*

Letter of the Secretary of War, with Report of General NEWTON, relative to the survey for the Improvement of Harlem River.

By DANIEL DRAKE SMITH, Esq.

Compulsory Pilotage. Argument before the Committee on Concurrence of the Senate of the United States, in opposition to the Bill, "To relieve Ships and Vessels from Compulsory Pilot Fees in certain cases."

By CHARLES E. HILL, Esq.

Report of the American Pier and Column Company of New-York.

By CHARLES BAL, Esq., *Managing Director of the Bureau Veritas.*

Le Registre Veritas. International Register of Shipping for 1875.

By F. A. SAWARD, Esq.

The Coal Trade. A compendium of useful information relative to coal production, prices, transportation, etc., at home and abroad, with many facts worthy of preservation for future reference.

By L. P. HUBBARD, Esq.

Proceedings of the Sixty-ninth Anniversary Celebration of the New-England Society in the City of New-York, at Delmonico's, December 22, 1874. (3 copies.)

By EDGAR B. MANGAM, Esq.

Chart, showing the variations in "Prime Mixed Corn" and "Western Oats," from May 1, 1873, to May 1, 1874.

By E. WILLIS CLARKE, Esq.

F. O. B. Grain Tables.

The following Daily, Semi-weekly, Weekly and Monthly Journals are sent gratuitously to the Chamber of Commerce, and are filed in its reading rooms :

The European Mail, (monthly,) London, England.

The Fiji Times, (weekly,) Levuka, Ovalau Fiji.

The Christian Intelligencer, (weekly,) New-York City.

The Mercantile Journal, (weekly,) New-York City.

The Wine and Fruit Reporter, (weekly,) New-York City.

The New-York Underwriter and General Joint Stock Register, (monthly,) New-York City.

The Messenger Franco-American, (daily,) New-York City.

The New-York Produce Exchange Weekly, New-York City.

Saward's Coal Trade Journal, (weekly,) New-York City.
The Republican Advertiser, (daily,) Savannah, Ga.
The Indianapolis Journal, (daily,) Indianapolis, Ind.
The Morning Star, (daily,) Wilmington, N. C.
The Globe, (daily,) Toronto, Canada.
The Cincinnati Price Current, (weekly,) Cincinnati, Ohio.
The Commercial Review, (weekly,) Cleveland, Ohio.
The Chicago Journal of Commerce, (weekly,) Chicago, Ill.
The Boston Journal of Commerce, (weekly,) Boston, Mass.

Twenty-second Annual Report of the Children's Aid Society of New-York.

Report of the Howard Association of Memphis, Tenn., 1873.

Biennial Report of the Superintendent of Public Instruction of the State of Indiana, January 22, 1874.

Twenty-ninth Annual Report of the Commissioners of the Ohio State Library for the year 1874.

Annual Report of the Superintendent of the St. Mary's Falls Ship Canal for the year 1874.

Fifty-sixth Annual Report of the Trustees of the New-York State Library for the year 1873.

Annual Report of the Trustees of the Astor Library of the City of New-York for the year 1874.

Fifty-third Annual Report of the Board of Directors of the Mercantile Library Association of the City of New-York, May, 1873–April, 1874.

Thirty-fourth Annual Report of the Board of Directors of the Mercantile Library Association of Baltimore.

Address of HENRY A. OAKLEY, Esq., President of the National Board of Fire Underwriters of the United States, at the Eighth Annual Meeting, held in the City of New-York, April 22, 1874.

Verslage over den toestand van Handel Scheepvaart in Nijoerhied te Amsterdam in 1873.

Contributions to the Financial Discussion, 1874–1875, by JAMES S. PIKE, (Calais, Maine.)

PART SECOND.

SPECIAL REPORTS

ON

VARIOUS BRANCHES OF TRADE,

WITH

STATISTICS OF TRADE AND FINANCE,

FOR THE YEAR 1874.

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SPECIAL REPORTS
ON
VARIOUS BRANCHES OF TRADE.

SUGAR TRADE OF THE UNITED STATES.

Annual Review, showing the Import and Consumption of Unrefined Sugar in the United States, for the year ending December 31st, 1874, (exclusive of California and Oregon.)

NEW-YORK STATEMENT—1874.

RECEIVED AT NEW-YORK FROM	1874.					
	Hhds.	Tcs.	Bbls.	Boxes and Cases.	Bags, Mats and Baskets.	Total Tons of 2,240 lbs.
Cuba,.....	388,773	116,070	1,632	357,398	30,232	305,702
Puerto Rico,.....	20,191	213	1,751	..	..	11,053
Demerara,.....	7,712	187	2,549	..	..	6,545
Barbadoes,.....	8,735	380	1,699	..	1,855	5,079
St. Croix,.....	1,276	..	427	..	..	839
Martinique and Guadeloupe,.....	32,989	139	4,486	..	243	19,654
Trinidad, Jamaica and other British West Indies,.....	1,825	1,100	3,492	24	58	1,963
Other West Indies,.....	41	119	812	988	10,555	882
Brazil, .....	..	..	..	331	282,879	18,003
Manilla and other ports in Phillippine Islands	..	..	..	..	618,136	16,689
Java, .....	..	..	..	..	53,389	9,808
Other East Indies and China,.....	..	..	..	..	26,570	1,626
*European and other foreign ports,.....	6,863	1,288	2,976	2,640	164,741	17,511
Total receipts of foreign direct,.....	468,405	19,496	19,824	361,381	1,188,658	415,354
+Add receipts of MELADO,.....	38,238	488	641	..	..	15,961
Received from Texas,.....	506,643	19,984	20,465	361,381	1,188,658	431,315
“ “ Louisiana,.....	277	..	..	17	..	126
“ “ other coastwise,ports,.....	3,278	..	..	..	..	1,682
“ “ other coastwise,ports,.....	10,708	77	974	2,121	..	6,235
Total receipts,.....	520,906	20,061	21,439	363,519	1,188,658	439,358
Add stock, January 1, 1874,.....	35,765	..	..	19,040	303,586	35,329
Total supply,.....	556,671	20,061	21,439	382,559	1,492,244	474,687
Deduct exports to foreign ports, and ship- ments inland to Canada, including lots <i>in</i> <i>transitu</i> ,.....	9,019	780	963	9,018	28,281	9,319
Deduct stock, January 1, 1875,.....	547,652	19,231	20,476	373,541	1,463,963	465,368
Taken from this port for consumption in 1874,	33,335	..	..	36,427	34,045	30,103
Consumption in 1874, as above, .....tons, 435,265—of which foreign received direct and coastwise, tons, ..	514,317	19,231	20,476	337,114	1,429,918	435,265
Consumption in 1873,.. 356,110 “ “ “ “ “ “						427,222
Consumption in 1873,.. 356,110 “ “ “ “ “ “						355,748
Increase in 1874, tons, 79,155						Increase in consumption of foreign in 1874, tons,... 71,474

* Including 104,372 bags of beet root sugar, and 2,456 large cases of Brazil sugar from the Continent and from England.

† We have put down, as usual, the whole number of packages of MELADO received, but, in carrying out the weight, have deducted 40 per cent., to make it equal to ordinary grade of sugar. The same allowance has also been made in receipts, stocks and exports throughout the statement.

NEW-YORK STATEMENT—1873.

RECEIVED AT NEW-YORK FROM	1873.					
	Hhds.	Tcs.	Bbls.	Boxes and Cases.	Bags, Mats and Baskets.	Total Tons of 2,240 lbs.
Cuba,	339,212	17,502	1,248	337,213	250	269,469
Porto Rico,.....	30,674	24	2,887	..	..	16,735
Demerara,.....	11,208	60	4,331	..	..	9,469
Barbadoes,.....	5,626	295	958	..	617	3,232
St. Croix,	1,557	..	58	..	..	979
Martinique and Guadeloupe,....	13,919	72	2,325	..	8	8,336
Trinidad, Jamaica and other British West Indies,.....	1,701	256	1,464	..	58	1,432
Other West Indies,.....	131	38	277	26	2,561	241
Brazil, .....	..	..	..	..	236,173	14,859
Manilla and other ports in Philippine Islands, .....	..	..	..	..	471,471	13,138
Java,.....	..	..	..	..	36,579	6,573
Other East Indies,.....	..	..	..	..	16,127	1,084
*European and other foreign ports,	264	307	466	1,743	45,890	4,316
Total receipts of foreign direct,	404,292	18,554	14,014	338,982	809,734	349,863
+Add receipts of MELADO,.....	65,703	1,377	..	..	..	26,706
Received from Texas,.....	469,995	19,931	14,014	338,982	809,734	376,569
“ “ Louisiana,.....	658	..	25	..	..	296
“ “ other coastwise ports, ..	135	..	..	..	..	66
	2,371	47	3,486	2,763	..	2,134
Total receipts,.....	473,159	19,978	17,525	341,745	809,734	379,065
Add stock, January 1, 1873,.....	20,573	..	..	49,362	110,513	24,861
Total supply,.....	493,732	19,978	17,525	391,107	920,247	403,926
Deduct exports to foreign ports, and shipments inland to Canada, including lots <i>in transitu</i> ,.....	16,227	..	..	14,468	15,549	12,487
	477,505	19,978	17,525	376,639	904,698	391,439
Deduct stock, January 1, 1874,.....	35,765	..	..	19,040	303,586	35,329
Taken from this port for consumption in 1873,.....	441,740	19,978	17,525	357,599	601,112	356,110
Consumption in 1873, as above,.....tons,	356,110	“	“	“	“	355,748
Consumption in 1872,...	331,025	“	“	“	“	328,473
Increase in 1873, tons,	25,085	Increase in consumption of foreign in 1873, tons,..	27,275			

* Including 44,884 bags beet root sugar, and 828 large cases Brazil sugar.

† We have put down, as usual, the whole number of packages of MELADO, &c., received, but, in carrying out the weight, have deducted 40 per cent., to make it equal to ordinary grade of sugar. The same allowance has also been made in receipts, stocks and exports throughout the statement.

GENERAL STATEMENT.

RECEIPTS OF FOREIGN SUGAR IN THE UNITED STATES,
From 1st January to 31st December, 1874.

ARRIVED AT	Hhds. and Tierces.	Bbls.	Boxes and Cases.	Bags, Mats and Baskets.	Total Tons of 2,240 lbs.
New-York, direct,.....	526,627	20,465	361,381	1,188,658	431,315
Boston, ".....	85,538	2,976	13,402	405,008	69,479
Philadelphia, ".....	56,867	1,194	8,881	32,560	38,854
Baltimore, ".....	88,203	7,118	84,466	20,378	70,201
New-Orleans, ".....	18,895	206	75,681	35,700	27,141
Other ports, ".....	22,233	2,203	3,260	17,654	15,606
Total receipts,.....	798,363	34,167	547,071	1,699,958	652,596
Add stock at all the ports, January 1, 1874,	68,754	..	38,147	547,071	71,451
Total supply,.....	867,117	34,167	585,218	2,247,029	724,047
Deduct exports and shipments inland to Canada, from all the ports, in 1874, including lots <i>in transitu</i> for Canada,	12,591	1,880	9,328	43,381	12,045
	854,526	32,287	575,890	2,203,648	712,002
Deduct stock at all the ports, January 1, 1875,	52,525	..	44,971	102,414	50,133
Total consumption of foreign in 1874,..	802,001	32,287	530,919	2,101,234	661,869
Consumption of foreign in 1874, as above,.....tons,					661,869
Consumption of foreign in 1873,.....					592,725
Increase in 1874,.....tons,					69,144
Consumption of foreign in 1874,.....tons,					661,869
Add estimated crop of Louisiana, Texas, &c., in 1873-'74, the bulk of which was distributed in 1874,.....					48,500
Total consumption of foreign and domestic cane sugar in 1874,.....tons,					710,369
Total consumption of foreign and domestic cane sugar in 1873,.....					652,025
Increase in 1874,.....tons,					58,344

The following statement exhibits the consumption of the country
for the past twenty-four years :

CANE SUGAR CONSUMED IN THE UNITED STATES.

<i>Foreign and</i>		<i>Foreign and</i>	
<i>Foreign.</i>	<i>Domestic.</i>	<i>Foreign.</i>	<i>Domestic.</i>
1874,.....tons,	661,869 .. 710,369	1862,.....tons,	241,411 .. 432,411
1873,.....	592,725 .. 652,025	1861,.....	241,420 .. 363,819
1872,.....	567,573 .. 637,373	1860,.....	296,250 .. 415,281
1871,.....	553,714 .. 633,314	1859,.....	239,034 .. 431,184
1870,.....	483,892 .. 530,692	1858,.....	244,758 .. 388,492
1869,.....	447,899 .. 492,899	1857,.....	241,765 .. 280,765
1868,.....	446,533 .. 469,533	1856,.....	171,616 .. 378,760
1867,.....	378,068 .. 400,568	1855,.....	192,607 .. 377,752
1866,.....	383,178 .. 391,678	1854,.....	150,854 .. 385,298
1865,.....	345,809 .. 350,809	1853,.....	200,610 .. 372,989
1864,.....	192,660 .. 220,660	1852,.....	196,558 .. 315,217
1863,.....	231,398 .. 284,308	1851,.....	179,825 .. 287,263

GENERAL STATEMENT.

RECEIPTS OF FOREIGN SUGAR IN THE UNITED STATES,

From 1st January to 31st December, 1873.

ARRIVED AT	Hhds. and Tierces.	Bbls.	Boxes and Cases.	Bags, Mats and Baskets.	Total Tons of 2,240 lbs.
New-York, direct,.....	489,926	14,014	338,982	809,734	376,569
Boston, "	73,485	2,660	11,064	658,296	83,987
Philadelphia, "	69,970	..	35,662	68,698	53,294
Baltimore, "	125,847	8,214	65,107	31,850	89,597
New-Orleans, "	11,548	630	46,905	13,400	16,238
Other ports, "	24,130	1,658	2,993	25,052	16,812
Total receipts,.....	794,906	27,176	500,713	1,607,030	636,497
Add stock at all the ports, January 1, 1873,.....	36,466	..	67,728	196,902	42,803
Total supply,.....	831,372	27,176	568,441	1,803,932	679,300
Deduct exports and shipments inland to Canada, from all the ports, in 1873, including lots <i>in transitu</i> for Canada,	17,312	971	15,173	44,489	15,124
	814,060	26,205	553,268	1,759,443	664,176
Deduct stock at all the ports, January 1, 1874,	68,754	..	38,147	547,071	71,451
Total consumption of foreign in 1873,...	745,306	26,205	515,121	1,212,372	592,725
Consumption of foreign in 1873, as above,.....	tons,				592,725
Consumption of foreign in 1872,.....					567,573
Increase in 1873,.....					tons, 25,152
Consumption of foreign in 1873,.....					tons, 592,725
Add estimated crop of Louisiana, Texas, &c., in 1872-'73, the bulk of which was distributed in 1873,.....					59,300
Total consumption of foreign and domestic cane sugar in 1873,.....					tons, 652,025
Total consumption of foreign and domestic cane sugar in 1872,.....					637,373
Increase in 1873,.....					tons, 14,652

ANNUAL REVIEW OF THE SUGAR TRADE OF THE UNITED STATES.

Notwithstanding the depression that has existed throughout commercial circles for many months past, and the halting and crippled state of many of the leading industries of the country during the whole of the past year, the commerce of the United States in sugar, and the deliveries for consumption of it, has not only been maintained, but has made large progress. This has not been effected by any great decline in prices, as they have remained remarkably uniform during the whole year under review, the average values for 1874, as compared with 1873, showing scarcely an appreciable change.

By referring to the preceding tables, it will be seen that the imports into the United States (not including the States on the Pacific) for the year ending December 31, 1874, were 652,596 tons, against

receipts in 1873 of 636,497 tons, an increase of 2 52-100 per cent.; and that the consumption of sugar of foreign origin in 1874 was 661,896 tons, against a consumption in 1873 of 592,725 tons, an increase in the consumption in 1874 of 69,144 tons, or over 11 $\frac{2}{3}$ per cent., the total deliveries for the year being 9,273 tons in excess of the total receipts, and, with the exports, reduced the stock at the ports 21,318 tons.

Adding to the consumption of foreign sugar in 1874, that of domestic cane, the figures stand at 710,369 tons, against 652,025 tons in 1873, an increase of 58,344 tons, or 8 15-16 per cent., leaving a stock of foreign at all the ports, at the close of the year, of 50,133 tons, against a stock at the end of the previous year of 71,451 tons.

In relation to that large and important interest, the refining of molasses into sugar, we find that, owing to the decreased shipments of molasses from Cuba to the United States in 1874, there was less of the article taken for this purpose than in 1873; but by a closer manipulation, or perhaps owing to the superior saccharine qualities of the molasses, the out-turn of sugar in 1874 is estimated at something over 2,100 tons increase over the yield of 1873. The low prices that ruled for molasses early in the year, and the firm and rather rising markets for the product as the year advanced, owing in part to the lessened receipts of refining molasses, induced an active business, and on the whole, a profitable one, especially to those who bought molasses early.

The supply of molasses from Cuba became curtailed much earlier in the season than usual, and the production of sugar was thus considerably diminished; had Cuba sent forward stock, a much larger business would have resulted; as it is, the year closed without any supply of this description of sugar or sugar-house molasses, both having met with ready sale throughout the year.

We estimate the quantity of molasses taken for refining from the five ports, Portland, Boston, New-York, Philadelphia and Baltimore, at 210,000 hhds., averaging 3 $\frac{1}{2}$ lbs. sugar to the gallon, giving a total yield in round numbers of 43,600 tons, against 220,000 hhds. last year, averaging 3 $\frac{1}{4}$ lbs. sugar, and yielding, say 41,500 tons.

As we have before frequently remarked, it is quite impossible to gather satisfactory statistics with regard to the crop of maple sugar, the sap being boiled and made into sugar mostly in small quantities, on numberless farms, and much the larger part being consumed by the farmer's family. The estimates vary all the way from 12,000 to 18,000 tons; an intermediate figure will probably be not far out of the way, and so we place the crop of maple sugar for the season of 1874, at 15,000 tons, the same as in 1873.

The manufacture of sugar from the beet root is with us still in its very infancy, and has not grown much the past year. This industry is now prosecuted more diligently in California than in the Eastern States, and while we are without reliable data, still the figures we give, say 2,000 tons, must approximate very closely to the actual yield.

The cultivation of Sorgo cane, for manufacture into sugar, does not seem to be as general as before, the juice being mostly prized for

its syrup quality, and consumed as a substitute for molasses where molasses is difficult to obtain; the quantity of sugar made from this plant then, the past year, was so small, that we take no note of it.

The Louisiana crop of 1873-'74 was, as foreshadowed in our last annual report, a very short one, the yield being, as per Mr. L. BOUCHEREAU'S valuable compilation, but 89,498 hhds., against 108,520 hhds. the previous crop year. The crop now coming forward promises much better results, the general estimates being about 130,000 hhds.; we note that the receipts at New-Orleans up to 1st instant, were 57,491 hhds., against 38,351 hhds. to January 1, 1874.

Louisiana sugar, however, has almost ceased to be of any considerable direct interest in this quarter, in a commercial point of view, as the supply of late years received at the Atlantic ports has fallen to an insignificant amount, as compared with former years. The time has been when the receipts at this port alone touched large figures. In 1854, 108,499 hhds. were received here, and in 1862, 105,446 hhds. were landed at this port; last year, but 3,278 hhds. came forward, and in 1873 only 135 hhds. There is, however, an indirect interest attaching to the extent of the crop, for a large yield of Louisiana sugar means a lessened demand at the Atlantic ports from the West for foreign and refined sugar, and *vice versa*.

We have no official figures from the States on the Pacific, as our statements have not hitherto included them, except by estimate. We are indebted, however, to Messrs. WILLIAMS, BLANCHARD & Co., of San Francisco, for a full report of the business in sugar at that port for 1874, and their figures can be relied upon as being accurate; they make the receipts there last year as follows:

Manilla,.....	lbs.	34,510,790
Sandwich Islands,.....		13,577,522
Peruvian,.....		1,097,343
China,.....		16,342,791
Mexico and Central American,.....		5,041,218
Java,.....		2,063,986
Total,.....	lbs.	72,633,650
Stock January 1, 1874,.....		9,670,000
Total supply,.....	lbs.	82,303,650
Stock January 1, 1875,.....		15,000,000
Consumption of 1874,.....	lbs.	67,303,650
about the same as the consumption of 1873.		

Having thus reviewed the various sources of supply, the following results may be accepted as a very close approximation to the consumption of sugar in the United States for the year ending December 31, 1874, say—

Cane sugar consumed in the United States on the Atlantic,.....	tons,	710,369
In the States and Territories on the Pacific,.....		30,046
Of sugar made from molasses,.....		43,600
Of maple sugar,.....		15,000
Of domestic beet root, sorgo, &c.,.....		2,000
Total,.....	tons,	801,015
Total consumption in 1873,.....		740,525
Increase in 1874,.....	tons,	60,490
or a fraction over 8 1-6 per cent.		

Turning now more particularly to our own port, it will be seen by our figures that New-York has not been a laggard in the race in this branch of commerce, having not only maintained her supremacy, but made further substantial progress. Of the whole import of foreign sugar into the United States in 1874, 66 per cent. was received here, against 59 per cent. in 1873, 59 per cent. in 1872, 55 per cent. in 1871, and 54 per cent. in 1870. Thus, the receipts in 1874 have been greatly in excess of any former year, being of foreign and domestic sugar, 439,358 tons, against receipts of 379,065 tons in 1873, an increase of 60,293 tons, or 15 9-10 per cent., while the deliveries for consumption in 1874 reached the very large figures of 435,265 tons, against deliveries in 1873 of 356,110 tons, showing an increase of 79,155 tons, or over 22 1-5 per cent. These figures illustrate briefly but forcibly the increased and increasing facilities and advantages that New-York possesses for refining sugar and for distributing it economically. We do not overlook the fact, however, that considerable purchases were made here the past year by refiners from our neighboring cities.

Notwithstanding the lessened crop of Cuba last year, the receipts here were largely in excess of those in 1873. Increased supplies were also received from the French Islands, from Barbadoes, Brazil, Manilla, Java, and a notable feature in the past year's trade was the very large increase in the indirect receipts, mostly from Europe, these latter chiefly imported by the refining interest. On the other hand, there was a considerable decline in the imports from Porto Rico and Demerara. From the other West Indies, not already mentioned, the imports of 1874 did not vary greatly from those of 1873; as a whole, they were rather larger.

The following statement shows the

DELIVERIES OF FOREIGN AND DOMESTIC SUGAR AT THE PORT OF
NEW-YORK FOR THE PAST TWENTY-THREE YEARS.

1874,.....tons,	435,265	1862,.....tons,	219,330
1873,.....	356,110	1861,.....	183,855
1872,.....	331,025	1860,.....	213,325
1871,.....	323,785	1859,.....	190,135
1870,.....	267,265	1858,.....	185,801
1869,.....	254,579	1857,.....	147,810
1868,.....	240,555	1856,.....	171,616
1867,.....	220,437	1855,.....	159,326
1866,.....	227,134	1854,.....	148,028
1865,.....	213,568	1853,.....	150,880
1864,.....	142,047	1852,.....	144,439
1863,.....	195,164		

Prices for the most part of the past year were quite uniform, the average for the year of refining grades of Cuba and Porto Rico in 1874 being only 7 @ 8 cents per 100 lbs. below the average of 1873, while for Brazil the average price was 5 cents per 100 lbs. higher in 1874, and for Manilla 43 cents per 100 lbs. higher, with the average premium on gold a little lower in 1874 than the average of the previous year. The lowest prices for most descriptions were touched

in March, and the highest in October, values being, at the close of the year, about $\frac{3}{8}$ @ $\frac{1}{2}$ cent per lb. higher than those current at the opening of it.

* The campaign just closed has been remarkable for the increase in the consumption of sugar, as well in Europe as here, the two hemispheres having taken, in 1874, some 160 @ 165,000 tons more sugar, beet and cane, than in 1873; and the question now uppermost in the commercial mind is, what are the probabilities touching the supply for the present campaign?

We prefer to tread lightly on this delicate ground, for, as our readers are aware, we do not place overmuch confidence in crop reports and estimates made early in the season. Weather conditions may alter very materially, for the better or for the worse, the figures gathered by the most careful and the most conservative authorities, and so we simply summarize the information we have, thus: The reports from all the West Indies, Spanish, British and French, point unmistakably to crops as large, and generally larger, than last year. The accounts from Cuba, by far our most important dependence, are very favorable; some authorities are sanguine enough to predict an increase on the last crop of 15 @ 20 per cent. If the increase touches the lowest of these figures, it will be the largest crop ever made on the Island; last year's crop was about 630,000 tons, against about 700,000 tons in 1873. Porto Rico, Demerara, Barbadoes, the lesser English islands, Martinique and Guadaloupe, all promise a supply at least equal to last year. Brazil will probably make a considerable advance on the last crop, which was shorter than that of 1873, by some 25 @ 30,000 tons; grinding commenced early, and 200,000 tons or over is spoken of as the probable out-turn for the present crop year.

After we leave American waters, the outlook materially changes. Java, Mauritius and Reunion, it is said, will export much less sugar for the present crop year than during the previous one, and from the Phillippine Islands the reports point in the same direction; but more important than this, are the discouraging accounts to hand from Continental Europe respecting the incoming crop of beet sugar. The latest estimates formed by the most careful and the best authorities on the Continent, place the yield of beet sugar for the current campaign at 1,000,000 to 1,035,000 tons, against a crop of 1,110,166 tons in 1873-'74, being thus a deficit of from 90,000 to 110,000 tons. The crop year for beet sugar ends in September, and the new crop begins to arrive in the markets, in quantity, in October. The consumption of beet and colonial sugar in all Europe, for the year ending October 1, 1874, was about 1,543,300 tons, against 1,445,500 tons for the year ending October 1, 1873, showing an increase in the consumption of 1874 of 97,800 tons, and leaving the stock of beet and cane sugar in all Europe on December 1, 1874, 332,910 tons, against a stock, December 1, 1873, of 374,579 tons, a reduction of 41,669 tons.

On the following page we give the range of prices, in currency, of the different grades of sugar for the past four years:

THE RANGE OF PRICES IN CURRENCY AT NEW-YORK THE PAST FOUR YEARS.

1874.	New-Orleans.	Cuba Muscovado.	Porto Rico.	Havana White.	Havana Brown.	Manilla.	Brazil.
January,...	.....	7½ @ 8	6½ @ 8	9½ @ 10¼	7½ @ 8¾	6¾ @ 7½	7¼ @ 8
February,...	.....	7½ @ 8½	6½ @ 8½	9½ @ 10¾	7½ @ 8½	6¾ @ 7½	7¼ @ 8½
March, .....	.....	7¾ @ 7¾	6½ @ 7¾	9¼ @ 10¾	7¼ @ 8½	6¾ @ 7¾	7 @ 7¾
April, .....	.....	7¾ @ 7¾	6½ @ 7¾	9¾ @ 10	7½ @ 8¼	6¾ @ 7½	7 @ 7¾
May, .....	.....	7½ @ 8	6½ @ 8	10½ @ 10½	7½ @ 8¾	7 @ 7½	7½ @ 8
June, .....	.....	7¾ @ 8½	6¾ @ 8½	10¼ @ 10¾	8 @ 8½	7½ @ 7¾	7½ @ 8¾
July, .....	.....	7¾ @ 8½	7 @ 8½	10½ @ 10¾	8 @ 8½	7½ @ 7¾	7½ @ 8¾
August, .....	.....	7¾ @ 8¼	7½ @ 8¾	10¼ @ 10¾	8½ @ 8¾	7¼ @ 8	7¾ @ 8¼
Sept., .....	.....	8½ @ 8¾	7¾ @ 8¾	10½ @ 11¼	8½ @ 9½	7½ @ 8¾	7½ @ 8¾
Oct., .....	.....	8½ @ 8¾	7¾ @ 8¾	10¾ @ 11¼	8½ @ 9½	7½ @ 8¾	8 @ 8¾
Nov., .....	.....	7¾ @ 8½	7½ @ 8¼	10 @ 11¼	8½ @ 9	7¼ @ 8½	7½ @ 8½
Dec., .....	.....	8 @ 8¾	7 @ 8½	9½ @ 11	8¼ @ 8¾	7½ @ 7½	7½ @ 8¾
Average for the year, ..	.....	\$7 98	\$7 57	\$10 42	\$8 29	\$7 48	\$7 85
1873.							
January,...	8 @ 9	9 @ 9¼	8 @ 9¼	11 @ 12	9¼ @ 9¾	7¾ @ 8½	8¼ @ 9½
February,...	7½ @ 8¾	8½ @ 9½	7½ @ 9½	11 @ 11¾	8½ @ 9½	7½ @ 8½	8 @ 9
March, .....	.....	8 @ 8½	7 @ 8½	10¼ @ 11¼	8½ @ 9¼	7¾ @ 8¼	7¾ @ 8½
April, .....	.....	7½ @ 8¾	6½ @ 8½	10 @ 10¾	7¾ @ 9	6¾ @ 8	7¼ @ 8¼
May, .....	.....	7¾ @ 8½	6¾ @ 8¼	9¾ @ 10½	8 @ 8½	7 @ 7¾	7 @ 8½
June, .....	.....	7¾ @ 8½	6¾ @ 8¼	9¾ @ 10¾	8 @ 8½	7 @ 7¾	7 @ 8
July, .....	.....	7½ @ 8½	6¾ @ 8½	9¾ @ 10½	7½ @ 8½	7 @ 7¾	7 @ 8
August, .....	.....	7¾ @ 8¾	7 @ 8¾	10 @ 10¾	8¼ @ 8¾	7¼ @ 8	7½ @ 8¾
Sept., .....	.....	7¾ @ 8¾	7 @ 8¼	10½ @ 10¾	8¼ @ 8¾	7½ @ 8	7½ @ 8¾
Oct., .....	.....	7¼ @ 8½	6¾ @ 8½	9¾ @ 10½	7½ @ 8½	6¾ @ 7¾	6½ @ 8½
Nov., .....	.....	6½ @ 7½	5½ @ 7½	9 @ 10	7 @ 8	6¼ @ 7½	6¼ @ 8¼
Dec., .....	.....	7¼ @ 7½	6¼ @ 8½	9½ @ 10¼	7½ @ 8¼	6½ @ 7½	6¾ @ 7½
Average for the year,...	\$8 31	\$8 05	\$7 63	\$10 38	\$8 44	\$7 05	\$7 80
1872.							
January,...	.....	9½ @ 9½	8½ @ 9½	11¾ @ 12½	8¼ @ 9½	8 @ 9	8¾ @ 9½
February,...	7¾ @ 9¼	9 @ 9½	8 @ 9½	11¾ @ 12½	8½ @ 9½	7½ @ 9	8¼ @ 9½
March,	7¼ @ 8¾	8½ @ 9½	7¾ @ 9¼	11½ @ 12¼	8 @ 8¾	7½ @ 8½	8¼ @ 9¼
April,	7 @ 8½	8¼ @ 8¾	7½ @ 9	11¾ @ 12¼	7¾ @ 8¾	7¾ @ 8½	8¼ @ 9½
May,	7¼ @ 8¾	8½ @ 9½	7½ @ 9¼	11½ @ 12¾	8 @ 9	7¼ @ 8½	8 @ 9¼
June, .....	.....	8½ @ 9	7¾ @ 9½	11¾ @ 12¼	8½ @ 8¾	7¾ @ 8½	8¾ @ 9¼
July, .....	.....	8½ @ 9	7½ @ 9½	11¼ @ 12¾	8 @ 8¾	7½ @ 8½	7¾ @ 9¼
August, .....	.....	8½ @ 9	7½ @ 9½	11¼ @ 12¾	8 @ 8¾	7½ @ 8¾	7½ @ 9¼
Sept., .....	.....	8½ @ 9¼	7½ @ 9¾	11¼ @ 12¾	8½ @ 9½	7½ @ 8½	7½ @ 9¾
Oct., .....	.....	8½ @ 9½	7½ @ 9½	11½ @ 12¾	8½ @ 9¼	7½ @ 8¾	7¾ @ 9½
Nov., .....	.....	9½ @ 10	8½ @ 10½	11¼ @ 13	8¾ @ 9¼	8¼ @ 9¾	8¼ @ 10¼
Dec., .....	.....	9 @ 9¾	8 @ 9¾	11 @ 12½	8¼ @ 9½	7¾ @ 9½	8¼ @ 10¼
Average for the year,...	\$8 08	\$9 03	\$8 61	\$11 97	\$8 61	\$8 22	\$8 32
1871.							
January,...	8¼ @ 9¾	9¼ @ 9¾	8¾ @ 9¾	12½ @ 13¾	8½ @ 9½	7¾ @ 9½	8¾ @ 9¾
February,...	7½ @ 9¼	9 @ 9½	8¾ @ 9¾	11¾ @ 13	8½ @ 9¼	7½ @ 9¼	8¼ @ 9¾
March,	7½ @ 9	8½ @ 9¼	7¾ @ 9¾	11½ @ 12¾	8¼ @ 9	7¼ @ 8¾	7¾ @ 9½
April,	7½ @ 9	9 @ 9½	8 @ 9½	11¾ @ 12¾	8½ @ 9½	7¾ @ 8¾	8½ @ 9¾
May,	7¾ @ 9½	9¼ @ 9¾	8½ @ 9¾	12½ @ 13¼	8½ @ 9½	7¾ @ 9	8½ @ 10
June,	8 @ 9½	9½ @ 9½	8½ @ 9½	12¼ @ 13¼	8¾ @ 9½	8 @ 9	8½ @ 9¾
July,	8 @ 9½	9¼ @ 9¾	8½ @ 9½	12¼ @ 13¾	8¾ @ 9½	8 @ 9	8½ @ 10
August, .....	.....	9½ @ 9¾	8¾ @ 9¾	12¼ @ 13¾	8½ @ 9½	8 @ 9	8¼ @ 10
Sept., .....	.....	9½ @ 9¾	8¼ @ 9¾	12 @ 13¼	8½ @ 9½	8 @ 9	8½ @ 10
Oct., .....	.....	9 @ 9½	8¼ @ 9½	11¾ @ 13	8¼ @ 9¼	7¾ @ 9	8½ @ 9¾
Nov., .....	.....	8¾ @ 9½	8 @ 9½	11¾ @ 13	8¼ @ 9¼	7¾ @ 9¼	8½ @ 9¾
Dec., .....	.....	9½ @ 9½	8½ @ 9½	11¾ @ 13	8½ @ 9¼	8 @ 9¼	8½ @ 9¾
Average for the year,...	\$8 54	\$9 33	\$8 99	\$12 52	\$8 92	\$8 29	\$9 18

MOLASSES TRADE OF THE UNITED STATES.

Annual Review, showing the Import and Consumption of Molasses in the United States for the year ending December 31st, 1874, (exclusive of California and Oregon.)

NEW-YORK STATEMENT—1874.

1874. RECEIVED AT NEW-YORK FROM	Hhds.	Tcs.	Bbls.	Total, Gallons.
Cuba,.....	58,743	4,709	1,334	7,812,819
Porto Rico,.....	14,935	780	156	1,930,055
Barbadoes,.....	8,599	146	1,780	965,151
Demerara,.....	5,422	150	21	660,376
Trinidad Island,.....	2,805	118	87	346,725
St. Croix,.....	1,113	..	394	167,985
Martinique and Guadeloupe,.....	547	..	66	67,950
St. Kitts,.....	666	..	9	73,575
Antigua,.....	592	..	15	65,645
Nevis,.....	473	..	..	62,610
Other foreign ports,.....	463	..	19	51,971
Total receipts of foreign direct,.....	94,358	5,903	3,881	12,204,862
Received from Louisiana,.....	..	..	60,194	2,707,132
“ “ other coastwise ports,.....	1,165	7	6,312	392,770
Total receipts,.....	95,523	5,910	70,387	15,304,764
Add stock, January 1, 1874,.....	1,879	..	5,973	481,000
Total supply,.....	97,402	5,910	76,360	15,785,764
Deduct exports and shipments inland to Canada in 1874,.....	7,207	309	372	973,420
Deduct stock, January 1, 1875,.....	90,195 3,098	5,601 ...	75,988 6,382	14,812,344 665,000
Taken from this port for consumption in 1874,	87,097	5,601	69,606	14,147,344
Consumption in 1874, as above, galls. 14,147,344—of which foreign,....galls. 11,460,212				
Total consumption in 1873,.... “ 14,885,675— “ “ “ 12,942,384				
Decrease in 1874,.....galls. 738,331	Decrease in consumption of foreign, 1874,...galls. 1,482,172			

NEW-YORK STATEMENT—1873.

1873. RECEIVED AT NEW-YORK FROM	Hhds.	Tcs.	Bbbs.	Total, Gallons.
Cuba,	67,403	6,178	349	8,937,453
Porto Rico,	16,936	728	133	2,155,679
Barbadoes,	6,570	185	1,381	928,525
Demerara,	2,683	24	1	355,876
St. Croix,	2,225	256	360	261,390
Trinidad Island,	2,420	56	17	281,963
Martinique,	385	..	12	47,122
Nevis,	302	..	2	33,961
St. Kitts,	405	..	40	47,412
Antigua,	238	..	..	26,710
Other foreign ports,	249	10	22	31,564
Total receipts of foreign direct,	99,816	7,437	2,317	13,107,655
Received from Louisiana, .....	..	..	47,284	1,891,360
“ “ other coastwise ports,	2,218	104	1,822	351,643
Total receipts,	102,034	7,541	51,423	15,350,658
Add stock, January 1, 1873,	2,995	..	5,426	587,129
Total supply,	105,029	7,541	56,849	15,937,787
Deduct exports and shipments inland to Canada in 1873,	4,206	162	371	571,112
	100,823	7,379	56,478	15,366,675
Deduct stock, January 1, 1874,	1,879	..	5,973	481,000
Taken from this port for consumption in 1873,	98,944	7,379	50,505	14,885,675
Consumption in 1873, as above, galls. 14,885,675—of which foreign, ....galls. 12,942,384				
Total consumption in 1872, “ 17,454,053— “ “ “ 15,585,533				
Decrease in 1873, .....galls. 2,568,378				
Decrease in consumption of foreign, 1873, ..galls. 2,643,149				

By referring to the preceding tables, it will be seen that the total receipts of foreign at all ports in the United States, (exclusive of the States on the Pacific,) for the year ending December 31, 1874, were 40,694,889 gallons, against receipts in 1873 of 41,922,680 gallons, a decrease of 1,227,791 gallons, or nearly 2 15-16 per cent.; and that the consumption of foreign in 1874 was 39,506,257 gallons, against a consumption in 1873 of 41,985,526 gallons, a decrease of 2,479,269 gallons, or over 5 9-10 per cent.

Turning now to the consumption of all kinds of cane molasses, foreign and domestic, we find that the total consumption in 1874 was 48,206,257 gallons, against a consumption in 1873 of 51,485,526 gallons, a decrease in 1874 of 3,279,269 gallons, or nearly 6 $\frac{2}{3}$ per cent. Of the receipts of foreign in 1874, we estimate that about 210,000 hhds. were taken for boiling by sugar refiners, the great bulk of the residue being distributed to the grocery trade, very little having been taken for distillation, this latter interest having supplied their moderate wants by purchases of low grade sugar-house molasses and other substitutes.

GENERAL STATEMENT—1874.

RECEIPTS OF FOREIGN IN THE UNITED STATES FROM 1ST JANUARY TO 31ST DECEMBER.

Year 1874. RECEIVED AT	Hhds. and Punch's.	Tcs.	Bbls.	Total Gallons.
New-York,.....	94,358	5,903	3,881	12,204,862
Boston—from Cuba,.....	19,945	1,844	491	} 5,521,500
“ “ Porto Rico,.....	10,314	632	198	
“ “ English Islands,.....	6,514	407	709	
“ “ other foreign ports,.....	4,410	52	183	
Portland—from Cuba, Porto Rico, &c.,.....	18,132	1,711	225	2,514,746
New-Haven—from Cuba, Porto Rico, &c.,....	6,970	227	180	929,190
New-London and Norwich—from Porto Rico, &c.,.....	2,421	105	..	323,380
Newburyport and Fall River—from Cuba, &c.,	347	70	68	53,424
Bristol and Warren—from Cuba, &c.,.....	..	..	..	..
Other Eastern ports—from Cuba, &c.,.....	1,216	105	221	174,270
*Philadelphia—from Cuba,.....	78,413	..	..	} 10,799,800
“ “ Porto Rico and English Islands,.....	2,967	..	..
Baltimore—from Cuba,.....	45,200	4,960	527	} 7,235,965
“ “ Porto Rico,.....	2,425	84	6	
“ “ English Islands, &c.,.....	3,692	..	20	
New-Orleans—from Cuba, &c.,.....	2,649	215	17	365,483
Savannah and Charleston—from Cuba, &c.,..	807	318	52	130,864
Wilmington, N. C.—from Cuba, &c.,.....	1,716	113	55	238,371
At other Southern ports—from Cuba, &c.,....	1,012	71	362	153,034
Total receipts,.....	303,518	16,817	7,195	40,694,889
Add stock at all the ports, January 1, 1874,...	4,757	..	..	602,000
Total supply,.....	303,275	16,817	7,195	41,296,889
Deduct exports and shipments inland to Can- ada in 1874,.....	7,789	367	477	1,057,632
	300,486	16,450	6,718	40,239,257
Deduct stock at all the ports, January 1, 1875,	5,844	..	..	733,000
Total consumption of foreign in 1874,.....	294,642	16,450	6,718	39,506,257
Total consumption of foreign in 1874, as above,.....	..galls.	..	..	39,506,257
Total consumption of foreign in 1873,.....	..	..	..	41,985,526
Decrease in 1874,.....	..galls.	..	..	2,479,269
Total consumption of foreign in 1874, as above,.....	..galls.	..	..	39,506,257
Add estimated crop of Louisiana, Texas, &c., of 1873-74, the bulk of which was distributed in 1874, .....	..	..	..	8,700,000
Would make the total consumption of cane molasses in 1874,.....	..galls.	..	..	48,206,257
Total consumption in 1873,.....	..	..	..	51,485,526
Decrease in 1874,.....	..galls.	..	..	3,279,269

* Tierces and barrels reduced to hogsheads.

GENERAL STATEMENT—1873.

RECEIPTS OF FOREIGN IN THE UNITED STATES FROM 1ST JANUARY TO 31ST DECEMBER.

Year 1873. RECEIVED AT	Hhds. and Punch's.	Tcs.	Bbls.	Total Gallons.
New-York,	99,816	7,437	2,317	13,107,655
Boston—from Cuba,	24,582	2,441	617	5,586,723
“ “ Porto Rico,	10,645	504	245	
“ “ English Islands,	5,663	379	444	
“ “ other foreign ports,	2,745	..	403	
Portland—from Cuba, Porto Rico, &c.,	21,674	2,176	139	2,889,078
New-Haven—from Cuba, Porto Rico, &c.,	8,565	340	151	1,100,465
New-London and Norwich—from Porto Rico, &c.,	1,455	149	..	191,643
Newburyport and Fall River—from Cuba, &c.,	661	72	56	90,566
Bristol and Warren—from Cuba, &c.,	338	33	23	45,818
Other Eastern ports—from Cuba, &c.,	1,946	180	369	271,440
Philadelphia—from Cuba, &c.,	101,602	10,290	587	13,777,925
“ “ Porto Rico, &c.,	1,897	..	..
Baltimore—from Cuba,	22,151	2,190	56	3,728,614
“ “ Porto Rico,	2,932	58	1	
“ “ English Islands, &c.,	3,420	42	..	
New-Orleans—from Cuba, &c.,	5,303	277	360	700,168
Savannah and Charleston—from Cuba, &c., ..	567	717	946	154,742
Wilmington, N. C.—from Cuba, &c.,	1,133	40	2	145,638
At other Southern ports—from Cuba, &c.,	921	73	342	132,205
Total receipts,	318,016	27,398	7,058	41,922,680
Add stock at all the ports, January 1, 1873,...	12,240	..	..	1,566,000
Total supply,	330,256	27,398	7,058	43,488,680
Deduct exports and shipments inland to Can- ada in 1873,	6,628	388	622	901,154
	323,628	27,010	6,436	42,587,526
Deduct stock at all the ports, January 1, 1874,	4,757	..	..	602,000
Total consumption of foreign in 1873,	318,871	27,010	6,436	41,985,526
Total consumption of foreign in 1873, as above,	galls.			41,985,526
Total consumption of foreign in 1872,	galls.			42,995,203
Decrease in 1873,	galls.			1,009,677
Total consumption of foreign in 1873,	galls.			41,985,526
Add estimated crop of Louisiana, Texas, &c., of 1872-73, the bulk of which was distributed in 1873,	galls.			9,500,000
Would make the total consumption of cane molasses in 1873,	galls.			51,485,526
Total consumption in 1872,	galls.			53,695,203
Decrease in 1873,	galls.			2,209,677

TOTAL CONSUMPTION IN THE UNITED STATES, YEAR ENDING DECEMBER 31.

	Gallons.		Gallons.
1874,	48,206,257	—of which foreign,	39,506,257
1873,	51,485,526	“ “	41,985,526
1872,	53,695,203	“ “	42,995,203
1871,	52,065,784	“ “	41,165,784
1870,	49,323,171	“ “	42,723,171
1869,	54,361,092	“ “	47,961,092

	Gallons.		Gallons.
1868,.....	55,957,969	—of which foreign,.....	52,587,969
1867,.....	49,776,465	“ “	46,776,465
1866,	45,140,110	“ “	43,840,110
1865,.....	35,185,038	“ “	34,335,038
1864,.....	32,410,325	“ “	28,582,325
1863,.....	37,569,088	“ “	26,569,088
1862,.....	62,668,400	“ “	25,650,400
1861,.....	40,191,556	“ “	20,383,556
1860,.....	47,318,877	“ “	28,724,205
1859,.....	54,260,970	“ “	28,293,210
1858,.....	45,169,164	“ “	24,795,374
1857,.....	28,508,784	“ “	23,266,404
1856,.....	39,608,878	“ “	23,014,878
1855,.....	47,266,085	“ “	23,533,423
1854,.....	56,493,019	“ “	24,437,019
1853,.....	55,536,821	“ “	28,576,821
1852,.....	48,257,511	“ “	29,417,511

ANNUAL REVIEW OF THE MOLASSES TRADE OF THE UNITED STATES.

The prominent points in the business in molasses for 1874 are the decreased imports of foreign descriptions, as compared with 1873; the diminished supply of domestic, owing to the short crop of 1873-'74 of Louisiana; the lessened consumption in 1874, in consequence of these reduced supplies, and as a result, higher prices, notably for molasses of foreign origin, than have ruled before for several years.

For the year 1873 Philadelphia was foremost in the importation of molasses, but for the year under review, New-York has taken the lead. Boston and Portland received less molasses in 1874 than in 1873, while Baltimore largely increased her importations. The receipts at the other ports in 1874, taken as a whole, did not vary much from those of 1873.

In addition to the consumption of cane molasses, that of sugar-house molasses, syrups, &c., and of maple and Sorgo syrups, is very large. We have no data by which we can arrive at reliable results, but the estimates of the best informed authorities place the United States consumption of all kinds of molasses and syrups for 1874 at 95 @ 110,000,000 of gallons.

At this writing, it is highly probable that for the year now entered upon, the receipts of foreign molasses will be considerably larger than they were in 1873, as the crop-promises from nearly all the West Indies are very favorable. From Louisiana, a much larger yield for 1874-'75 than for the previous crop year, is assured. Nevertheless, the wants of the country are constantly augmenting; the refining interest is now so firmly and widely established, that its capacity for consuming grades suitable for boiling is larger than ever before, and if prices are not advanced beyond reasonable points, we look for a very considerable increase in the deliveries of foreign molasses in 1875.

Referring now to the business of this port, we find that the direct receipts of foreign here in 1874 were 12,204,862 gallons, against direct receipts in 1873, of 13,107,655 gallons, a decrease of 902,793 gallons, or over $6\frac{7}{8}$ per cent.; while the total receipts of foreign and

domestic in 1874 were 15,304,764 gallons, against total receipts in 1873 of 15,350,658 gallons, a decrease of 45,894 gallons, or about three-tenths of one per cent. As regards the consumption of foreign and domestic cane molasses, there was a decline in 1874, as compared with 1873, of nearly 5 per cent. Of the whole imports into the United States in 1874, New-York received nearly 30 per cent., against 31 26-100 per cent. in 1873, 35 per cent. in 1872, and 43½ in 1871, from which it seems that our grasp on this trade is not as firm as before.

The receipts here from Cuba in 1874 show a marked falling off, as compared with 1873, owing to the lessened crop of that Island. Porto Rico also sent forward less, as did St. Croix. On the other hand, the supply from Demerara in 1874 was considerably larger than for the previous year, while Trinidad Island and Barbadoes increased their shipments hither to a small extent, and the lesser islands also sent forward a little more in 1874 than in 1873.

The average of prices for the year under review, show an advance, as compared with the average of 1873, on Cuba Muscovado of 8 cents per gallon, on Barbadoes of 7¾ cents, and on Porto Rico of 5 cents, the grades suitable for boiling showing the largest advance. The average price for the year of Louisiana was 3 cents lower than for 1873, owing to the increased supply, present and prospective, from that State during the closing months of the year. All descriptions of foreign were at their lowest points in January, while Porto Rico touched the highest figure in April, and Cuba and Barbadoes were highest in October, and maintained their vantage to the close of the year. Louisiana gradually advanced from January until June; from that until the close of August prices were steady at 80 @ 84 cents for prime to choice; the near approach of the new crop then had a softening effect, and the lowest figures were touched at the close of the year.

The following figures show the

DELIVERIES FOR CONSUMPTION AT THIS PORT FOR THE PAST
TWENTY-FIVE YEARS.

	<i>Foreign.</i>	<i>Foreign and Domestic.</i>		<i>Foreign.</i>	<i>Foreign and Domestic.</i>
1874,...galls.	11,460,212	.. 14,147,344	1861,...galls.	6,249,797	.. 8,406,269
1873,.....	12,942,384	.. 14,885,675	1860,.....	7,893,722	.. 10,836,519
1872,.....	15,585,533	.. 17,454,053	1859,.....	8,653,187	.. 12,010,290
1871,.....	17,066,656	.. 19,248,616	1858,.....	7,461,515	.. 11,239,685
1870,.....	16,408,371	.. 18,464,451	1857,.....	7,497,958	.. 9,164,787
1869,.....	19,509,790	.. 20,810,750	1856,.....	6,906,175	.. 9,818,923
1868,.....	20,836,636	.. 21,950,924	1855,.....	5,936,878	.. 12,876,434
1867,.....	19,729,680	.. 20,639,904	1854,.....	5,489,273	.. 11,742,030
1866,.....	18,313,132	.. 18,878,052	1853,.....	7,009,858	.. 10,317,040
1865,.....	16,535,130	.. 16,752,130	1852,.....	7,896,885	.. 11,240,253
1864,.....	14,155,642	.. 16,843,785	1851,.....	9,107,780	.. 12,253,710
1863,.....	10,280,673	.. 18,162,293	1850,.....	5,716,486	.. 10,029,028
1862,.....	9,003,848	.. 12,026,808			

On the following page we give the range of prices of molasses at New-York for the past three years :

THE RANGE OF PRICES OF MOLASSES AT NEW-YORK FOR THE PAST THREE YEARS.

MONTHS.	1874.				
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.	Barbadoes.
January,.....	69 @ 75	30 @ 60	21 @ 30	....	37 @ 45
February,.....	67 @ 75	40 @ 60	22 @ 45	....	40 @ —
March,.....	70 @ 75	40 @ 65	32½ @ 45	....	40 @ —
April,.....	70 @ 75	45 @ 70	34½ @ 48	....	43 @ 50
May,.....	69 @ 81	36 @ 70	38 @ 48	....	46 @ 50
June,.....	80 @ 84	40 @ 70	40 @ 46	....	43 @ 47
July,.....	80 @ 84	42 @ 67½	41½ @ 48	....	44 @ 46
August,.....	80 @ 84	44 @ 67½	41½ @ 48	....	45 @ 47
September,.....	75 @ 81	42 @ 67½	40 @ 48	....	45 @ 48
October,..	70 @ 81	45 @ 65	41 @ 50	....	47 @ 50
November,.....	62 @ 85	46 @ 65	— @ —	....	46 @ 50
December,.....	60 @ 65	45 @ 58	— @ —	....	44 @ 48
Average for year,...	74 5-6c.	53¾c.	40 2-5c.	....	45c.

MONTHS.	1873.				
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.	Barbadoes.
January,.....	65 @ 75	30 @ 55	22 @ 28	20 @ 25	38 @ 40
February,.....	71 @ 76	33 @ 55	29 @ 45	29 @ 33	— @ —
March,.....	71 @ 75	45 @ 65	29 @ 45	29 @ 35	— @ —
April,.....	70 @ 78	45 @ 65	33 @ 45	31 @ 37	— @ —
May,.....	74 @ 80	35 @ 65	30 @ 45	29 @ 32	40 @ 48
June,.....	75 @ 83	30 @ 65	28 @ 36	28 @ 31	35 @ 43
July,.....	76 @ 85	32 @ 65	27 @ 36	27 @ 30	33 @ 38
August,.....	82 @ 90	32 @ 65	28 @ 40	27 @ 35	35 @ 40
September,.....	84 @ 97½	35 @ 67½	30 @ 40	30 @ 35	39 @ 42
October,.....	78 @ 93	30 @ 65	24 @ 37	24 @ 31½	40 @ 42
November,.....	61 @ 82	27½ @ 60	20 @ 32½	18 @ 26	32 @ 35
December,.....	61 @ 71	27½ @ 55	17 @ 28	17 @ 22	30 @ 38
Average for year,...	77¼c.	47⅞c.	32¼c.	28⅞c.	38¼c.

MONTHS.	1872.				
	New-Orleans.	Porto Rico.	Cuba Muscovado.	Cuba Clayed.	Barbadoes.
January,.....	48 @ 56	28 @ 40	23 @ 33	22 @ 26	31 @ 35
February,.....	50 @ 60	28 @ 40	23 @ 32	22 @ 26	32 @ 35
March,.....	61 @ 67	28 @ 40	31 @ 36	31 @ 35	— @ —
April,.....	57 @ 67	35 @ 55	34 @ 40	33 @ 36	38 @ 45
May,.....	62 @ 77	35 @ 60	34 @ 40	33 @ 36	42 @ 45
June,.....	72 @ 83	40 @ 62½	31 @ 38	30 @ 35	38 @ 43
July,.....	72 @ 83	33 @ 60	30 @ 36	28 @ 33	38 @ 42
August,.....	72 @ 80	33 @ 55	30 @ 35	28 @ 32	36 @ 41
September,.....	75 @ 83	30 @ 55	30 @ 35	29 @ 31	36 @ 38
October,.....	62 @ 83	28 @ 55	22 @ 35	20 @ 29	36 @ 38
November,.....	65 @ 86	28 @ 55	22 @ 30	20 @ 25	36 @ 38
December,.....	61 @ 74	28 @ 55	22 @ 30	20 @ 25	36 @ 40
Average for year,...	69c.	42c.	31⅞c.	28⅞c.	38c.

COFFEE TRADE OF THE UNITED STATES.

Annual Review, showing the Import and Consumption of Coffee in the United States, for the year ending December 31, 1874, (exclusive of California and Oregon.)

NEW-YORK STATEMENT.

1874.						1873.					
RECEIVED AT NEW-YORK.	Bags.	Pock'ts Mats, &c.	Casks.	Bbls.	Total Pounds.	Bags.	Pock'ts Mats, &c.	Casks.	Bbls.	Total Pounds.	
From Brazil,...	779,225	..	..	..	109,317,692	629,014	..	..	2	100,629,360	
Maracaibo,....	71,001	..	..	..	8,732,160	98,042	..	..	..	12,058,110	
Laguayra and Porto Cabello,	116,953	..	..	..	12,863,116	77,630	..	50	157	8,629,306	
Costa Rica and New-Grenada,	42,703	..	..	..	4,784,206	36,634	..	..	..	4,086,368	
Bolivar City,....	1,949	..	..	..	214,211	..	..	..	..	..
Island of Hayti,	41,065	..	..	3	5,337,032	45,526	..	..	..	5,897,740	
Jamaica,.....	11,294	..	63	2,439	2,542,761	1,460	..	202	1,779	892,812	
Porto Rico,....	8,183	..	..	3	1,143,710	9,834	..	2	3	1,377,824	
Curacao,.....	*53,543	..	..	..	6,353,778	3,880	..	..	..	426,136	
Cuba,.....	1,369	..	..	5	246,132	303	..	..	..	53,906	
Manilla,.....	1,336	..	..	..	189,020	62	..	..	..	8,113	
Java and Suma- tra,.....	780	250,812	..	..	16,951,347	1,000	145,238	..	..	9,933,833	
Singapore,.....	..	19,141	..	..	973,693	9	3,326	..	..	170,772	
Ceylon,.....	5,483	635	877	123	1,708,612	6,908	..	125	25	1,098,306	
Bombay,.....	114	..	..	..	15,821	..	..	..	..	..
Holland,.....	3,643	3,435	..	..	696,505	1,456	..	..	..	203,226	
Other Europe,...	20,112	†9,936	..	..	3,644,384	31,796	1,442	..	..	5,018,031	
Mexico, Africa and other for- eign countries,	10,080	..	..	1	1,661,270	13,351	19	..	3	2,332,826	
Total direct,...	1,168,833	283,959	940	2,574	177,375,450	956,905	150,025	379	1,967	152,816,669	
Received coast- wise from—	616	..	..	..	80,080	..	5,000	..	..	306,880	
Eastern ports,...	11,674	..	..	12	1,642,220	222	..	..	..	34,811	
Southern ports,											
Total receipts,	1,181,123	283,959	940	2,586	179,097,750	957,127	155,025	379	1,967	153,158,360	
Total receipts in 1874,.....	lbs.				179,097,750	Total receipts in 1872,.....	lbs.			165,252,428	
“ “ in 1873,.....					153,158,360	“ “ in 1871,.....				161,810,822	
						“ “ in 1870,.....				154,622,107	
						“ “ in 1869,.....				152,344,774	
Increase in 1874,.....	lbs.				25,939,390						

	Bags, &c.	Total lbs.
Total packages received at New-York, direct and coastwise, in 1874,.....	1,468,608	179,097,750
Add stock, January 1, 1874,.....	47,971	7,102,800
Total supply,.....	1,516,579	186,200,550
Deduct exports by sea and shipments inland to Canada in 1874,	32,939	4,274,006
	1,483,640	181,926,544
Deduct stock, January 1, 1875,.....	7,992	960,700
Taken from this port for consumption in 1874,.....	1,475,648	180,965,844
“ “ “ in 1873,.....	1,146,155	154,253,838
Increase in 1874,.....	329,493	26,712,006

* Mostly Maracaibo.

† Quarter and eighth bales Mocha.

	Bags, &c.		Bags, &c.
Total packages received at New-York in 1873,	1,114,498	Total packages received at New-York in 1872,	1,353,667
And stock, January 1, 1874,....	128,525	Add stock, January 1, 1872,....	77,697
Total supply,.....	1,243,023	Total supply,	1,431,274
Deduct export in 1873,..	48,897	Deduct export in 1872,..	44,190
And stock, Jan. 1, 1874,.	47,971	And stock, Jan. 1, 1873, 128,525	
	96,868		172,715
Taken from this port for consumption in 1873,	1,146,155	Taken from this port for consumption in 1872,	1,258,559
Weighing,.....lbs.	154,253,838	Weighing,.....lbs.	156,157,854
Consumption in 1872,.....	156,157,854	Consumption in 1871,.....	157,992,642
Decrease in 1873,.....lbs.	1,904,016	Decrease in 1872,.....lbs.	1,834,788

GENERAL STATEMENT FOR YEARS 1872—'73—'74.

RECEIVED FROM FOREIGN PORTS FROM JANUARY 1 TO DECEMBER 31.	Total Packages.			Stock Jan. 1.		Exported.	
	1874.	1873.	1872.	1875.	1874.	1874.	1873.
AT NEW-YORK,	1,456,306	1,109,276	1,385,141	7,992	47,971	32,939	48,897
AT BOSTON, FROM							
Brazil,.....	24,722						
Singapore and Manilla,.....	7,187						
Hayti,.....	1,158						
Porto Rico, Jamaica and other foreign ports,	9,988						
	43,055	49,810	86,139	495	....	391	3,212
AT PHILADELPHIA :							
Laguayra and P. C.,..	26,288						
Brazil, ..	3,000						
Other foreign ports,..	575						
	29,863	32,801	47,764	....	....	....	....
AT BALTIMORE :							
Brazil,.....	379,571						
Porto Rico and other foreign ports,.....	2,440						
	382,011	378,421	383,502	18,339	20,664	....	....
AT NEW-ORLEANS :							
Brazil,	149,872						
Mexico and other foreign ports,.....	439						
	150,311	180,915	159,877	4,733	5,878	....	....
*AT OTHER PORTS :							
Brazil, &c.,.....	116,963	111,958	96,659	15,100	12,370	371	1,005
Total,.....	2,178,509	1,863,181	2,109,082	46,659	86,883	33,701	53,114
	1874.	1873.	1872.				
Receipts,.....	275,402,143 lbs.	269,127,342 lbs.	277,636,258 lbs.				
Exported,.....	4,372,316	6,898,882	5,856,700				
Retained in the country,..	271,029,827	262,228,460	271,779,558				

* Including receipts at St. Louis, &c., overland from San Francisco.

	<i>Bags, &c.</i>	<i>Total lbs.</i>
Receipts in United States in 1874,.....	2,178,509	275,402,143
Add stock, January 1, 1874,.....	86,883	13,208,000
Total supply,.....	2,265,392	288,610,143
Deduct exports and shipments inland to Canada in 1874,..	33,701	4,372,316
	2,231,691	284,237,827
Deduct stock, January 1, 1875,.....	46,659	6,059,000
Taken for consumption in 1874,.....	2,185,032	278,178,827
“ “ in 1873,.....	1,904,838	269,138,160
Increase in 1874,.....	280,194	9,040,667

	<i>Packages.</i>		<i>Packages.</i>
Receipts in United States in 1873,.....	1,863,181	Receipts in United States in 1872,.....	2,109,082
Add stock, January 1, 1873,.....	181,654	Add stock, January 1, 1872,.....	136,211
Total supply,.....	2,044,835	Total supply,.....	2,245,293
Deduct exports in 1873,..	53,114	Deduct exports in 1872,.	46,376
And stock, Jan. 1, 1874,..	86,883	And stock, Jan. 1, 1873,.	181,654
	139,997		228,030
Taken for consumption in 1873,..	1,904,838	Taken for consumption in 1872,.	2,017,263
Weighing,.....lbs.	269,138,160	Weighing,.....lbs.	271,718,738
Consumption of 1872,.....	271,718,738	Consumption of 1871,.....	316,609,765
Decrease in 1873,.....lbs.	2,580,578	Decrease in 1872,.....lbs.	44,891,027

RECAPITULATION.

<i>Stock at all Ports, January 1st, 1875.</i>		<i>Stock at all Ports, January 1st, 1874.</i>	
At New-York, of Brazil,...bags,	5,044	At New-York, of Brazil, ..bags,	33,961
“ of Java,.....	400	“ of Maracaibo,...	8,204
“ of Ceylon,.....	398	“ of Costa Rica,...	1,066
“ of Laguayra,....	150	“ of Mexican,.....	874
“ of Costa Rica,...	800	“ of Savanilla,....	893
“ of Mocha,		“ of Curacao,.....	70
“ of Mocha, qr. bales,	600	“ of Laguayra,....	50
“ of Mocha, eighth bales,	600	“ of Java, Gov'nt,	998
		“ of Java,...mats,	1,855
Total at New-York,...pkgs.	7,992	Total at New-York,...pkgs.	47,971
At Boston—St. Domingo, &c.,		At Boston,.....	none.
bags,	495	Philadelphia,.....	none.
Philadelphia,	nonc.	Baltimore—Brazil,.....	20,664
Baltimore—Brazil,.....	18,339	New-Orleans—Brazil,.....	5,878
New-Orleans—Brazil,.....	4,733	Other Ports—Brazil, &c.,...	12,370
Other Ports—Brazil, &c.,...	15,100		
Total,.....pkgs.	46,659	Total,.....pkgs.	86,883
Total weight,.....lbs.	6,059,000	Total weight,.....lbs.	13,208,000
Stock, Jan. 1, 1874,.....	13,208,000	Stock, Jan. 1, 1873,.....	20,117,700
Decrease in stock,.....lbs.	7,149,000	Decrease in stock,	6,909,700

CONSUMPTION OF THE PORTS.

TAKEN FROM	1874.	1873.	1872.	1871.
New-York,.....lbs.	179,243,544 ..	153,912,147 ..	154,918,014 ..	157,842,920
New-Orleans,..... "	21,256,180 ..	29,510,603 ..	26,374,670 ..	34,647,550
Baltimore, "	52,855,768 ..	58,695,280 ..	64,211,700 ..	88,252,945
Philadelphia, "	3,452,960 ..	3,829,870 ..	5,693,370 ..	5,441,130
Boston, "	5,649,054 ..	6,529,020 ..	4,579,364 ..	9,227,700
Other ports,..... "	15,721,321 ..	16,661,240 ..	15,941,620 ..	21,197,520
Total,..... lbs.	278,178,827 ..	269,138,160 ..	271,718,738 ..	316,609,765
Total in 1873,.... "	269,138,160			
Increase in 1874, .lbs.	9,040,667			

In the above statement of consumption, we have included only the direct receipts at the ports, the *coastwise receipts* being embraced in the calculation at the port of original entry.

The annexed statement shows the receipts and consumption of the country for the past twenty-four years:

	Receipts.	Consumption.		Receipts.	Consumption.
1874,.....lbs.	275,402,143 ..	278,178,827	1862,.....lbs.	98,558,680 ..	88,989,911
1873,..... "	269,127,342 ..	269,138,160	1861,..... "	182,244,627 ..	187,045,786
1872,..... "	277,636,258 ..	271,718,738	1860,..... "	185,779,689 ..	177,111,993
1871,..... "	322,700,479 ..	316,609,765	1859,..... "	248,527,306 ..	226,610,300
1870,..... "	282,540,737 ..	280,911,672	1858,..... "	227,656,186 ..	251,255,099
1869,..... "	242,609,255 ..	243,441,117	1857,..... "	217,871,839 ..	172,565,934
1868,..... "	238,012,079 ..	223,200,937	1856,..... "	230,913,150 ..	218,225,490
1867,..... "	226,322,811 ..	203,506,671	1855,..... "	238,214,533 ..	218,378,287
1866,..... "	165,392,983 ..	159,918,881	1854,..... "	182,473,853 ..	179,481,083
1865,..... "	133,574,397 ..	128,146,356	1853,..... "	193,112,300 ..	175,687,790
1864,..... "	145,304,957 ..	109,086,703	1852,..... "	205,542,855 ..	204,991,595
1863,..... "	75,269,417 ..	79,719,641	1851,..... "	216,043,870 ..	184,225,700

ANNUAL REVIEW OF THE COFFEE TRADE OF THE UNITED STATES.

A reference to the preceding tables will show that the imports of coffee from all parts of the world into the United States, (exclusive of the States on the Pacific,) for the year just closed, were 275,402,143 lbs., against imports in 1873 of 269,127,342 lbs., an increase of nearly $2\frac{1}{2}$ per cent., and that the deliveries for consumption in 1874 were 278,178,827 lbs., against deliveries in 1873 of 269,138,160 lbs., being an increase in the deliveries of 1874 over those of 1873 of 9,040,667 lbs., or nearly $3\frac{3}{8}$ per cent. Thus the consumption of 1874 was greater than the receipts by 1,239 tons, and the stock of all descriptions at all the ports, December 31, 1874, was reduced to 6,059,000 lbs., being a smaller supply than at any like period we have record of, our statistics covering twenty-four years, with the exception of that at the ports, December 31, 1863, the stock then being but 5,227,775 lbs.

While the receipts in 1874 exceeded those of 1873, they were not

up to the imports of 1872, or 1871, or 1870, and the consumption of 1874 was also exceeded both in 1871 and in 1870.

We have no official figures from San Francisco, but a close estimate enables us to place the consumption of the States on the Pacific for 1874 at 4,600 tons, which, added to the consumption of the Atlantic, &c., States, gives the consumption of the whole country for 1874 at 128,787 tons.

Within the past two or three years the large consumption, both in Europe and America, the lessened crops of the producing countries, and the very moderate stocks held on both sides the Atlantic, have given birth to an unusual speculative feeling, more particularly prominent in Europe than here; so that this article, to a great extent, has been lifted out of the legitimate domain of supply and demand, and transferred to the speculative field. In consequence, prices here touched, at the commencement of the year under review, figures far in advance of any thing ever before known; these extreme rates, however, were of not long duration, as early in the year the reports of a very large crop of Brazil for 1874-'75, since proved to have been somewhat exaggerated, alarmed both American and European holders, and something akin to a panic appearing on the Continent, a break in prices occurred here, until values underwent the large depreciation of 8 @ 10 cents per lb., a small portion of which was recovered later on. This bore with more or less severity on all interests, and the year just closed may be said to have been an unprofitable one for all handling the article, importers, speculators and dealers.

The question of a duty of three cents per pound again becomes very prominent, through the action of the President's late message, recommending such a measure to Congress, and at this writing the probabilities seem very strong that such impost will be levied, to take effect July 1. In such an event, the questions that naturally present themselves are, what effect will the restoration of the former duty have upon consumption? and to what extent will prices be affected thereby?

The following figures may throw some light on these questions:

The receipts at the ports of the United States (not including those on the Pacific) in 1870, were 126,134 tons. Consumption, 125,407 tons. Duty, 5 cents per lb. Average price of fair to prime cargoes Brazil, which may be called the standard for all kinds of coffee, for the year, \$16 33 gold per 100 lbs.

On the 1st of January, 1871, the duty was reduced from 5 cents to 3 cents per lb. The receipts in 1871 were 144,062 tons. Consumption, 141,343 tons. Average price for the year of fair to prime Brazil, \$15 91 per 100 lbs.

The next year, 1872, was a composite period, part of the year the article being dutiable and part free, the duty being abolished July 1. The importations for that year were 123,944 tons. Consumption, 121,303 tons. Average price for the year of fair to prime Brazil, \$18 42 per 100 lbs.

Since July 1, 1872, the article has been free of duty. For 1873,

the imports were 120,146 tons. Consumption, 120,149 tons. Average price of fair to prime Brazil, for the year, \$19 99 per 100 lbs.

And in 1874, the imports were 122,947 tons. Consumption, 124,186 tons. Average price of fair to prime Brazil, for the year, \$21 08.

It will be thus seen that the receipts of coffee for the year 1870, with duty on of 5 cents per lb., were 3,187 tons larger than in 1874, duty free, and the consumption of the former year exceeded the latter by 1,221 tons; while the average price of fair to prime Brazil for 1874, duty free, was $4\frac{3}{4}$ cents per lb. above the average price for 1870, when the duty was 5 cents.

The deductions to be drawn from these figures seem to indicate that the duty, if levied, will have but little bearing on the consumption, and, with better crop prospects, the probabilities are, that the average prices for 1875, even with a duty of 3 cents, will be, at least, no higher than the average prices of last year.

With reference to supplies for 1875, the crop of Brazil now coming forward, around which the chief interest centres, will be unmistakably larger than that of the previous crop. The best authorities estimate the present crop at 212 @ 218,000 tons, against about 157,000 tons for the crop of 1873-'74. The Java and Sumatra crop now coming in, say for 1874-'75, is estimated at 1,030,000 piculs, against 900,000 piculs the previous crop year; the crop of Ceylon, it is estimated, will turn out about 900,000 cwt., against 620,000 cwt. in 1873-'74, and 50,000 tons in 1872-'73. From St. Domingo, early in the season, the reports pointed to an unusual large crop, but the indications now are that the yield will prove to be only a fair average. Laguayra, Maracaibo and the other ports on the Spanish Main promise about the usual shipments.

The imports of coffee into all Europe from Jan. 1 to Dec. 1, 1874, were 292,261 tons, against 315,211 tons same time in 1873, and 230,517 tons same time in 1872. The stock at all the European ports Dec. 1, 1874, was 71,301 tons, against 69,370 tons Dec. 1, 1873, and 50,766 tons Dec. 1, 1872.

Having glanced at the coffee trade of the country as a whole, we turn now more particularly to the movement in the article at our own port, and the investigation cannot prove otherwise than gratifying. We find that there was received here during 1874, from foreign and coastwise ports, 179,097,750 lbs., against total receipts in 1873 of 153,158,360 lbs., an increase of 25,939,390 lbs.; while the deliveries for consumption in 1874, including coastwise receipts, were 180,965,844 lbs., against deliveries in 1873 of 154,253,838 lbs., an increase in 1874 of 26,712,006 lbs., or nearly 17 5-16 per cent. Of the whole imports into the United States in 1874, 64 4-10 per cent. were received at New-York, against 56 80-100 per cent. in 1873, 59 per cent. in 1872, and 50 1-10 per cent. in 1871.

The receipts here from nearly all the producing countries were larger in 1874 than for the previous year; from Brazil, the increase in the number of bags was very much larger for the year under review than in 1873, but the weight does not show a relative increase, owing to the standard of the bag of Brazil having been reduced on

the 1st of January, 1874, from five arrobas, or say 160 lbs., to sixty killogrammes, say 132 lbs. The receipts from Maracaibo, including those received *via* Curacao, were in excess of the imports of 1873, as were also those from Laguayra and Porto Cabello, Costa Rica and New-Grenada, Jamaica and Ceylon, while those from Java, Sumatra and Singapore were nearly one hundred per cent. larger. On the other hand, there was a falling off in the shipments hither from Hayti, Porto Rico, Europe, and Mexico, Africa, &c.

The following table shows the

DELIVERIES AT NEW-YORK (INCLUDING COASTWISE RECEIPTS) FOR
THE PAST TWENTY-FOUR YEARS.

1874,.....lbs.	180,965,844	1862,.....lbs.	67,564,315
1873,.....	154,253,838	1861,.....	103,800,586
1872,.....	156,157,854	1860,.....	66,885,297
1871,.....	157,992,642	1859,.....	83,700,472
1870,.....	153,968,572	1858,.....	98,156,662
1869,.....	150,727,756	1857,.....	60,892,824
1868,.....	150,316,962	1856,.....	82,674,590
1867,.....	132,335,511	1855,.....	74,919,075
1866,.....	114,514,295	1854,.....	66,847,535
1865,.....	109,209,790	1853,.....	56,681,215
1864,.....	85,896,097	1852,.....	73,546,315
1863,.....	64,607,080	1851,.....	67,818,670

As regards the course of prices, the past year has been truly an historic one. Values, which in January had touched extraordinary figures, soon commenced to decline with even a greater rapidity than they had before advanced, owing to causes already noted, until in September the ebb reached 9 @ 10 cents per lb.; from this there was a little rally, the year closing with the current prices for fair to prime Brazil $8\frac{3}{4}$ cents below the quotations of January; Maracaibo and Laguayra, 9 cents lower; St. Domingo, $7\frac{1}{2}$ cents lower, and Java, 7 cents lower. As we have already observed, all descriptions were at their highest points in January, and, all but Java, lowest in September. Java touched the lowest figures in June, when a strong movement setting in, looking successfully to a control of the supply, prices were from that time slightly advanced. The high rates current in the early part of the year were not without effect, however, on the year's average, as we find that the average value for 1874 of fair to prime Brazil was \$1 09 gold per 100 lbs. higher than the average of 1873; Maracaibo and Laguayra, 36 cents per 100 lbs. higher; St. Domingo, 56 cents per 100 lbs. higher, and Java, \$3 05 per 100 lbs. higher.

We give in the following pages a tabular statement, showing the range of prices of coffee, (in gold,) and yearly average at New-York for the past three years:

THE RANGE OF PRICES OF COFFEE IN GOLD, AND YEARLY AVERAGE AT NEW-YORK THE PAST THREE YEARS.

BRAZIL—FAIR TO PRIME CARGOES.

1874.	1st.	10th.	20th.	Average for the Month.		
				1874.	1873.	1872.
January,	25 @ 27	25¼ @ 27¼	26¼ @ 28¼	\$26 50	\$18 42	\$20 62
February, . . .	25¼ @ 27¼	24¾ @ 26¾	23¾ @ 25¾	25 58	19 29	20 62
March,	24¾ @ 26¾	24¾ @ 26¾	22¾ @ 24¾	25 08	18 83	16 66
April,	20¾ @ 22¾	20¼ @ 22¼	19¾ @ 22¼	21 33	18 17	19 08
May,	18¾ @ 21¼	18½ @ 20¾	18½ @ 20¾	19 75	18 83	19 33
June,	17 @ 19½	18¼ @ 20¼	18¾ @ 21	19 12	18 96	21 17
July, *	20¾ @ 22¾	20¾ @ 22¾	19¼ @ 21¾	21 33	18 83	18 17
August,	19¾ @ 21¾	19 @ 21	17¾ @ 20	19 88	20 08	17 42
September, . . .	16½ @ 19¼	15¾ @ 19	16¾ @ 20	17 87	22 04	16 75
October,	17¼ @ 20¼	17 @ 20¼	17½ @ 20¼	18 75	21 38	16 67
November, . . .	18 @ 20½	18 @ 20½	18 @ 20	19 17	21 12	17 12
December, . . .	17½ @ 19¾	17¾ @ 19½	17¾ @ 19½	18 62	23 88	17 46
Average for the year,				\$21 08	\$19 99	\$18 42

MARACAIBO AND LAGUAYRA.

1874.	1st.	10th.	20th.	Average for the Month.		
				1874.	1873.	1872.
January,	25 @ 27½	26½ @ 28	27 @ 28	\$27 00	\$17 83	\$19 75
February,	26½ @ 28	26 @ 28	24½ @ 26½	26 58	19 17	20 25
March,	25 @ 27	25 @ 27	23½ @ 26	25 58	18 91	19 08
April,	21½ @ 24½	20 @ 23	18 @ 22	21 50	18 41	18 67
May,	18 @ 22	17½ @ 21	17 @ 22	19 58	19 21	19 08
June,	16½ @ 21	16½ @ 21½	17 @ 22	19 08	19 92	20 29
July,	18 @ 22	19 @ 22½	19 @ 22½	20 50	19 75	17 87
August,	18½ @ 22	18½ @ 22	18 @ 21	20 00	20 92	17 25
September, . . .	17 @ 20	15 @ 19	15 @ 18½	17 42	22 42	16 75
October,	16 @ 19	16 @ 19	16 @ 19	17 50	21 67	16 21
November, . . .	16½ @ 19½	16½ @ 19	16½ @ 19	17 83	22 92	16 37
December, . . .	16½ @ 19	17 @ 19	17 @ 19	17 92	25 00	16 58
Average for the year,				\$20 87	\$20 51	\$18 18

* Duty of three cents per pound abolished July 1, 1872.

ST. DOMINGO.

1874.	1st.	10th.	20th.	Average for the Month.		
				1874.	1873.	1872.
January,.....	22 @ 23	23½ @ 24	24 @ 24½	\$23 50	\$14 79	\$17 54
February,....	23½ @ 24	23 @ 23½	22½ @ 23	23 25	15 67	17 58
March,.....	22 @ 22½	22 @ 22½	20½ @ 21	21 75	16 25	17 12
April,.....	19 @ 20	18 @ 19	17 @ 18	18 50	15 79	16 00
May,.....	17 @ 18	16 @ 16½	— @ 16	16 58	16 17	16 00
June,.....	15½ @ 16	15½ @ 16	16 @ 16½	15 92	17 12	17 41
July,.....	16½ @ 17	17 @ 17½	16½ @ 17	16 91	17 17	14 37
August,.....	16½ @ 17	16½ @ 17	16½ @ —	16 66	18 08	14 13
September, ..	15½ @ —	14½ @ 15	14½ @ —	14 92	19 79	13 79
October,.....	14½ @ —	14½ @ —	14½ @ —	14 50	19 21	13 71
November,...	16 @ 16½	15½ @ 16	16 @ 16½	16 08	19 00	13 33
December,...	16 @ 16½	16 @ 16½	16½ @ 17	16 41	19 13	13 46
Average for the year,.....				\$17 91	\$17 35	\$15 37

JAVA—BAGS AND MATS.

1874.	1st.	10th.	20th.	Average for the Month.		
				1874.	1873.	1872.
January,.....	31 @ 35	30 @ 35	30 @ 34½	\$32 58	\$20 96	\$23 91
February,....	30 @ 34	29 @ 33	28 @ 32	31 00	21 16	23 75
March,.....	28 @ 31	28 @ 31	26 @ 29	28 83	21 16	22 83
April,.....	25 @ 28	25 @ 27	24 @ 27	26 00	20 92	22 08
May,.....	23½ @ 26	23 @ 25½	23 @ 27½	24 75	21 33	22 38
June,.....	22 @ 25	22 @ 25	22 @ 26	23 66	22 25	22 75
July,.....	22½ @ 27	23½ @ 28	23½ @ 28	25 42	22 50	20 50
August,.....	23½ @ 28	23½ @ 28	23½ @ 28	25 75	24 33	20 00
September,...	23 @ 28	22½ @ 28	22½ @ 27	25 16	25 83	19 79
October,.....	22½ @ 27	22½ @ 27	23 @ 28	25 00	25 08	19 21
November,...	24 @ 28	24 @ 28	24 @ 28	26 00	27 17	19 00
December,...	24 @ 28	24 @ 28	24 @ 28	26 00	30 83	19 37
Average for the year,.....				\$26 68	\$23 63	\$21 30

ANNUAL REVIEW OF THE TOBACCO TRADE OF NEW-YORK,

FOR THE YEAR 1874.

STOCKS, RECEIPTS AND DELIVERIES OF SPANISH TOBACCO FOR THE LAST FIVE YEARS.

		Havana.	Cuba.	Sagua.	Yara.	Cien-fuegos.	Total.
		<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Receipts,	1870,....	56,616	71	....	2,013	515	59,215
"	1871,....	71,870	1,449	....	2,593	'70	75,982
"	1872,....	132,931	1,677	987	8,936	....	144,531
"	1873,....	80,959	400	....	1,251	....	82,610
"	1874,....	101,386	....	....	1,882	188	103,456
Deliveries,	1870,....	53,175	71	....	2,534	580	56,360
"	1871,....	78,751	1,030	....	2,193	70	82,044
"	1872,....	118,717	2,056	987	6,067	....	127,827
"	1873,....	91,446	240	....	3,770	....	95,456
"	1874,....	109,509	200	...	1,976	....	111,685
Stocks, Jan. 1, 1871,....		18,854	....	....	....	....	18,854
" " 1872,....		11,973	419	....	400	....	12,792
" " 1873,....		26,187	40	....	3,269	....	29,496
" " 1874,....		15,700	200	....	750	....	16,650
" " 1875,....		7,577	....	....	656	188	8,421

ANNUAL STATEMENT OF THE TOBACCO INSPECTION WARE-HOUSES.

	Henwood's Inspection.	Brooklyn Inspection.	Jarvis & Co.'s Inspection.	National Inspection.	Stranahan's Inspection.	Total.
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
Stock on hand, Jan. 1, 1874,.....	6,147	2,142	3,297	299	....	11,885
Received since,.....	24,548	19,650	19,753	5,145	15,638	84,734
Total,.....	30,695	21,792	23,050	5,444	15,638	96,619
Delivered since,.....	15,501	10,473	11,244	3,223	9,733	50,174
Stock on hand, Jan. 1, 1875,.....	15,194	11,319	11,806	2,221	5,905	46,445

ANNUAL STATEMENT OF STOCKS OF SPANISH TOBACCO.

	Havana.	Cuba.	Sagua.	Yara.	Cien-fuegos.	Total.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Stock on hand, Jan. 1, } 1874,.....	15,700	200	....	750	....	16,650
Received since,.....	101,386	....	....	1,882	188	103,456
Total,.....	117,086	200	....	2,632	....	120,106
Delivered since,.....	109,509	200	....	1,976	188	111,685
Stock on hand, Jan. 1, } 1875,.....	7,577	....	....	656	188	8,421

MONTHLY RECEIPTS AND SALES OF LEAF TOBACCO IN HOGSHEADS.

MONTHS.	RECEIPTS.					SALES.
	West by Rail-Road	New-Orleans.	Virginia.	Baltimore	Total.	
January,	1,632	300	892	24	2,848	3,000
February,	2,133	714	1,041	748	4,636	1,800
March,	5,591	1,020	877	443	7,931	2,500
April,	10,064	277	468	236	11,045	4,000
May,	11,734	33	790	28	12,585	4,000
June,	12,071	106	1,027	86	13,290	12,000
July,	15,488	461	1,828	129	17,906	17,700
August,	13,396	615	918	567	15,496	17,000
September,	10,943	3,260	709	716	15,628	20,000
October,	10,883	969	944	553	13,349	19,000
November,	5,837	232	367	92	6,528	8,200
December,	2,502	125	466	209	3,302	3,000
Arrivals since 1st Jan., } 1874,.....	102,274	8,112	10,327	3,831	124,544	112,200

OFFICIAL RETURNS OF THE EXPORTS OF TOBACCO FROM THE PORT OF NEW-YORK DURING 1874.

DESTINATION.	<i>Leaf in hhd.</i>	<i>Cases.</i>	<i>Bales.</i>	<i>Ceroons.</i>	<i>Stems.</i>	<i>Lbs. Manufactured.</i>
Great Britain,.....	32,803 ..	780 ..	812 ..	..	..	4,872,336
Germany,.....	10,303 ..	51,218 ..	32,713 ..	5,766 ..	4,614 ..	102,157
Spain,.....	6,140 ..	..	..	..	..	..
France,.....	4,955 ..	12 ..	..	..	..	8,351
Italy,	6,534 ..	7,114 ..	..	..	..	..
Belgium,.....	2,023 ..	4,637 ..	..	..	..	44,200
Holland,.....	1,225 ..	2,355 ..	166 ..	..	100 ..	81,891
Austria,.....	1,859 ..	..	..	..	..	..
Portugal,	1,556 ..	826 ..	25 ..	..	..	..
Mediterranean,	4,129 ..	6,226 ..	107 ..	..	..	179,082
Africa,.....	398 ..	49 ..	54 ..	..	..	84,461
West Indies,.....	1,082 ..	91 ..	9,495 ..	..	..	855,286
South America,.....	354 ..	224 ..	4,493 ..	..	..	949,258
British N. A. Provinces,...	271 ..	17 ..	25 ..	..	..	364,587
Australia,	351 ..	..	28 ..	..	..	1,002,101
East Indies,.....	6 ..	..	..	..	..	185,982
Total,.....	73,994 ..	73,549 ..	47,918 ..	5,766 ..	4,714 ..	8,729,692

RECEIPTS, SHIPMENTS AND STOCKS FOR TEN YEARS.

RECEIPTS.

A. D.	New-York.	New-Orleans.	Virginia.	Baltimore.	Total.
1865,.....	87,112	.....	35,000*	45,362	167,474
1866,.....	61,169	14,034	26,832*	47,789	149,824
1867,.....	100,670	12,010	43,778†	63,708	220,166
1868,.....	51,834	14,373	47,146†	37,705	151,058
1869,.....	82,405	28,696	47,384†	44,510	202,995
1870,.....	69,354	18,372	33,746†	41,734	163,206
1871,.....	97,886	23,832	55,567†	48,073	225,358
1872,.....	67,485	27,008	52,794†	49,674	196,961
1873,.....	115,224	30,534	63,110†	66,679	275,547
1874,.....	124,544	17,335	62,321†	57,400	261,600

SHIPMENTS.

A. D.	New-York.	New-Orleans.	Virginia.	Baltimore.	Total.
1865,.....	68,133	.....	22,227	39,662	130,022
1866,.....	55,495	9,527	27,311	44,874	137,207
1867,.....	82,466	15,022	20,196	71,964	189,648
1868,.....	43,554	12,696	30,269	39,873	126,392
1869,.....	65,949	23,278	24,083	43,338	156,648
1870,.....	48,555	15,518	14,223	34,246	112,542
1871,.....	82,313	25,719	30,221	54,099	192,352
1872,.....	53,119	20,536	29,891	49,396	152,942
1873,.....	94,865	26,453	34,652	56,244	212,214
1874,.....	73,994†	20,753	37,817	57,073	189,637

STOCKS.

A. D.	New-York.	New-Orleans.	Virginia.	Baltimore.	Total.
1865,.....	35,184	.....	12,773*	23,556	71,513
1866,.....	19,366	4,507	3,000*	25,515	52,388
1867,.....	23,876	915	5,042†	11,339	41,172
1868,.....	15,911	1,500	5,392†	6,338	29,141
1869,.....	14,632	4,446	6,265†	9,831	35,174
1870,.....	16,488	5,305	5,841†	14,938	42,572
1871,.....	12,659	1,778	8,511†	8,912	31,860
1872,.....	6,569	7,382	9,374†	9,190	32,515
1873,.....	11,885	9,607	10,538†	19,625	51,655
1874,.....	46,445	4,822	10,506†	14,627	76,400

* Estimated.

† October 1st.

‡ Exclusive of 4,714 hhds. Stems.

STATEMENT OF STOCKS OF AMERICAN TOBACCO IN THE PRINCIPAL PORTS OF THE WORLD.

	1874.	1873.	1872.	1871.	1870.	1869.
Stock in Liverpool, Dec. 1,....	33,444	28,826	18,074	28,083	18,861	19,642
“ London, “ 1,....	18,481	16,398	14,833	19,348	15,132	18,885
“ Bremen, “ 13,....	2,929	6,782	2,238	3,764	4,189	4,851
“ Baltimore, “ 28,....	14,627	15,149	8,067	5,943	10,590	9,831
“ New-Orleans, “ 23,....	4,822	9,607	7,382	1,778	5,305	4,446
“ New-York, “ 31,....	46,445	11,885	6,569	12,659	16,488	14,632
“ Virginia, Oct. 1,....	10,506	10,538	9,374	8,511	5,841	6,265
Total,.....	131,254	99,185	66,537	80,086	76,406	78,552

QUOTATIONS, 1874.

	January.		February.		March.	
Gold,.....	110½		111½		112½	
	Currency.		Currency.		Currency.	
	<i>Heavy West.</i> <i>Light. & Clarksville.</i>		<i>Heavy West.</i> <i>Light. & Clarksville.</i>		<i>Heavy West.</i> <i>Light. & Clarksville.</i>	
Common Lugs,.....	6¼ @ 6½	.....	6¼ @ 6½	.....	4½ @ 5¼	5 @ 5¼
Good “	6¾ @ 7¼	7¼ @ 7¾	6¾ @ 7¼	7¼ @ 7¾	5½ @ 6¼	5¾ @ 6¾
Common Leaf,.....	8 @ 8¼	8¼ @ 9	8 @ 8¼	8¼ @ 9	6½ @ 7½	7 @ 8
Medium “	8½ @ 9	9¼ @ 10	8½ @ 9	9¼ @ 10	7¾ @ 8½	8¼ @ 8½
Good “	9½ @ 10	10½ @ 11½	9½ @ 10	10½ @ 11½	8¾ @ 9½	9½ @ 10
Fine, “	10½ @ 11½	12 @ 12½	10½ @ 11½	12 @ 12½	9¾ @ 10½	10¼ @ 10¾
Selections,.....	12 @ 13	13 @ 14	12 @ 13	13 @ 14	11 @ 12	11 @ 12½

	April.		May.		June.	
Gold,.....	113¾		113		112¼	
	Currency.		Currency.		Currency.	
	<i>Heavy West.</i> <i>Light. & Clarksville.</i>		<i>Heavy West.</i> <i>Light. & Clarksville.</i>		<i>Heavy West.</i> <i>Light. & Clarksville.</i>	
Common Lugs,.....	4½ @ 5¼	5 @ 5½	4½ @ 4½	5 @ 5½	4½ @ 4½	5 @ 5½
Good “	5½ @ 6¼	5¾ @ 6¾	4¾ @ 5½	5¾ @ 6¾	4¾ @ 5½	5¾ @ 6¾
Common Leaf,.....	6½ @ 7½	7 @ 8	6 @ 7	7 @ 8	6 @ 7	7 @ 8
Medium “	7¾ @ 8½	8¼ @ 8½	7½ @ 8½	8¼ @ 9¼	7½ @ 8½	8¼ @ 9¼
Good “	8¾ @ 9½	9½ @ 10	8¾ @ 9½	9½ @ 10	8¾ @ 9½	9½ @ 10
Fine “	9¾ @ 10½	10¼ @ 10¾	9¾ @ 10½	10¼ @ 11	9¾ @ 10½	10¼ @ 11
Selections,.....	11 @ 12	11 @ 12½	11 @ 12	12 @ 13	11 @ 12	12 @ 13

	July.		August.		September.	
Gold,.....	111½		109¾		109¾	
	Currency.		Currency.		Currency.	
	<i>Heavy West.</i> <i>Light. & Clarksville.</i>		<i>Heavy West.</i> <i>Light. & Clarksville.</i>		<i>Heavy West.</i> <i>Light. & Clarksville.</i>	
Common Lugs,.....	5¼ @ 6	6½ @ 7½	6½ @ 7½	8½ @ 8¾	7 @ 7½	9 @ 9½
Good “	6¼ @ 7¼	7¾ @ 8½	7¾ @ 8½	9 @ 9¾	8½ @ 9½	10 @ 10½
Common Leaf,.....	7¼ @ 8½	8¾ @ 9½	9 @ 10	10½ @ 11¼	10 @ 11	11 @ 11½
Medium “	9 @ 10	10 @ 11	10¼ @ 11	11½ @ 12½	11½ @ 12½	12½ @ 13
Good “	10½ @ 11½	11¼ @ 12	11¼ @ 12	12¾ @ 13¼	13 @ 14	13½ @ 14½
Fine “	11¾ @ 12½	12¼ @ 13	12¼ @ 13	13½ @ 14½	14½ @ 15	15 @ 16
Selections,.....	13 @ 13¾	13¾ @ 14½	13¾ @ 14	15 @ 17	15½ @ 17	17 @ 18

	October.		November.		December.	
Gold,.....	110½		110½		112¼	
	Currency.		Currency.		Currency.	
	Light.	Heavy West. & Clarksville.	Light.	Heavy West. & Clarksville.	Light.	Heavy West. & Clarksville.
Common Lugs,.....	8¾@10	10 @10½	10½@11	11½@12	10½@11½	11½@12
Good “.....	10½@11½	11 @12	11¼@12	12¼@13	12 @12½	12¼@13¼
Common Leaf,.....	12 @13½	12½@13½	12¼@13½	13¼@14½	12¾@13½	13½@14¼
Medium “.....	14 @15	14 @16	14 @15	15 @17	14 @15	15 @17
Good “.....	15¼@16	17 @18	15¼@16	17¼@19	15¼@16	18 @20
Fine “.....	16½@18	18½@20	16½@18	19¼@21	16½@18	21 @25
Selections,.....	18½@20	21 @25	18½@20	22 @25	18½@20	25 @28

Exchange on London, 4.84 @ 4.85 ; Paris, 5.15 @ 5.20 ; Antwerp, 5.15 @ 5.20 ; Bremen, 94½ @ 95¼. Gold, 111⅞. Freight, per hhd. tobacco, London, 42s. 6d. @ 30s. ; Liverpool, 42s. 6d. @ 35s. ; Bremen, 52s. 6d. ; Antwerp, 40s. @ 30s. ; French ports, 40s. @ 35s. ; Italian ports, 42s. 6d.

Kentucky Tobacco.—The events of the past year are almost unprecedented in the annals of tobacco-growing in this country.

During January, February and March, the effects of the panic were still sensibly felt, and with light stocks, the new crop but slowly coming in, the sales during that period were about 6,000 hhds., mostly new stock, to manufacturers. The Western crop again being very large, exporters looked for a very low range of prices.

Larger supplies of Kentucky were received in April ; there was a better export demand, chiefly for low grades, and prices moderate, with sales of 4,000 hhds. The French contract for about 13,000 hhds. having been awarded, more active markets were expected, but met with disappointment during the month of May, when only 4,000 hhds. were sold, again mostly low grades ; contractors for France and Italy, who had contracted for 18,000 hhds. more, remaining passive.

From this period on, it seemed as if all the plagues of Egypt had been let loose on the unfortunate tobacco plant all over this country.

Already, during the month of May, complaints came in from the West and South of extremely dry weather, and plants affected by insects in the plant-beds. As the drought continued during June, buyers from the West entered our sea-port markets, buying freely at advancing rates, chiefly of low grades, whilst at the same time exporters and manufacturers took the alarm and began to stock. Sales, 12,000 hhds., of which 4,000 hhds. for export. Quotations stood at the end of the month 1½c. @ 2c. per lb. higher than at the beginning.

The month of July brought the full confirmation of the calamity. No rain from 2d May to 11th July, and thereafter only partial, insufficient to make or save a crop, and the consequence was the wildest excitement, an immense speculation, chiefly led by Western buyers, continued advance in prices, till they reached a point almost unheard of.

Sales during July, 17,700 hhds., of which 2,500 hhds. for export, 3,000 hhds. to the home trade, and 12,200 hhds. on speculation.

Sales during August, 17,000 hhds., 2,600 hhds. for export, 4,700 hhds. for consumption, and 9,700 hhds. on speculation.

Sales during September, 20,000 hhds., 5,500 hhds. for export, 6,000 hhds. for consumption, and 8,500 hhds. on speculation.

Sales during October, 19,000 hhds., 6,500 hhds. for export, 3,500 hhds. for consumption, 9,000 hhds. on speculation, stimulated by a killing frost on the 11th to 13th October, which injured the still outstanding plants, estimated at one-quarter to one-third of the entire small crop.

Prices by this time having more than doubled from what they were on 1st of June, stocks having become more concentrated and very small, at least for really desirable qualities, the speculative tendency became checked, and left the market more in the hands of exporters and home traders, without affecting the established prices. The sales during November were 8,200 hhds., of which some 2,500 hhds. to the home trade, the balance chiefly for export.

During the last month, as usual toward the end of the year, trade became very quiet, the only interesting feature being the issuance of a contract in Spain for about 12,000 hhds., which caused low grades to be held firmly at ruling quotations.

Sales, 3,000 hhds., of which 1,500 hhds. for export, balance for consumption.

A striking feature during this last particular season was, that the Western break markets ruled higher than at the seaports.

We commence the new season with a larger stock than usual; a considerable part of it is stored for account of manufacturers, dealers and exporters. What is for sale largely represents common and nondescript, partly suitable for home manufacturing. Of desirable export grades, but very little is left.

In view of a small crop, estimated in the Western sections at not over 50,000 hhds., (and parties recently returned from those parts strongly maintain that this will be found to be over-estimated, partly frosted, and a good deal of ordinary quality,) the future course of prices will much depend how far foreign consumers can supply themselves with substitutes. The new crop Kentucky has been in great part sold in the interior, at prices ranging from 12c. @ 20c. per lb. for round crops.

Virginia Tobacco.—We copy from circular of Messrs. G. HOFFBAUER & Co., with statement to October 1st, 1874, to which we refer in column of statistics.

Our annual statistics, which we submit to you as usual at the close of our fiscal year, do not corroborate the early estimate of last year's crop, the inspections not even reaching up to those of the preceding year. The light character of the growth, and the fact that an unusual number of hhds. left our State without having passed through our inspection warehouses, may partly account for the shortcomings; still the actual yield, no doubt, fell short of our estimate.

The business of the season opened with great apathy, the crops being large and of indifferent quality; the trade in general moved very shyly, though prices were low—much below cost of producing. By the end of June, Western speculators suddenly appeared in our Eastern markets, and bought largely on their certain knowledge of a prospective failure of our crops. The legitimate trade, slow in believing these unprecedented bad reports, for awhile stood aloof, almost confident of a reaction. The worst picture, however, proving but too true, everybody rushed in the market to supply not only immediate, but in many cases prospective, wants; and the advance, caused originally by speculative demand alone, was not only supported but further stimulated by the legitimate trade. The subjoined monthly average quotations plainly show the enormous and sudden advance in our staple; the inadequate supply, in proportion to the continual urgent demand, for the present, almost frustrates reliable quotations:

LIGHT LEAF.	January.	February.	March.	April.	May.
Common Lugs,.....	\$3½ @ 4½ ..	\$3 @ 4 ..	\$3 @ 4 ..	\$3 @ 4 ..	\$3 @ 4
Good Lugs,.....	5 @ 6 ..	4½ @ 5½ ..	4½ @ 5½ ..	4½ @ 5½ ..	4½ @ 5½
Low Leaf,.....	5½ @ 6½ ..	5 @ 6 ..	5 @ 6½ ..	5 @ 6½ ..	5 @ 6½
Medium Leaf,.....	7 @ 8 ..	7 @ 8 ..	7 @ 8 ..	7 @ 8 ..	7 @ 8
Good Leaf,.....	.....	8½ @ 9½ ..	8½ @ 9½ ..	8½ @ 9½ ..	8½ @ 9½
Fine Leaf,.....	.....	10 @ 11 ..	10 @ 11 ..	10 @ 11 ..	10 @ 11
LIGHT LEAF.	June.	July.	August.	September.	
Common Lugs,.....	\$4 @ 5 ..	\$6 @ 7 ..	\$7½ @ 8½ ..	\$8 @ 9 ..	
Good Lugs,.....	5½ @ 6½ ..	7 @ 8 ..	8½ @ 9½ ..	9½ @ 10½ ..	
Low Leaf,.....	7 @ 8 ..	8 @ 9 ..	9½ @ 10½ ..	11 @ 12 ..	
Medium Leaf,.....	8½ @ 9½ ..	10 @ 11 ..	11 @ 12 ..	13 @ 14 ..	
Good Leaf,.....	10 @ 11 ..	12 @ 13 ..	12 @ 13 ..	15 @ 16 ..	
Fine Leaf,	12 @ 13 ..	14 @ 16 ..	14 @ 16 ..	17 @ 18 ..	
HEAVY LEAF.	January.	February.	March.	April.	May.
Common Lugs,.....	\$4½ @ 5 ..	\$3½ @ 4½ ..	\$3½ @ 4½ ..	\$3½ @ 4½ ..	\$3½ @ 4½
Good Lugs,.....	5½ @ 6½ ..	5 @ 6 ..	5 @ 6 ..	5 @ 6 ..	5 @ 6
Low Leaf,.....	6 @ 7 ..	6 @ 7 ..	6 @ 7½ ..	6 @ 7½ ..	6 @ 7½
Medium Leaf,.....	7½ @ 8½ ..	8 @ 9 ..	8 @ 9 ..	8 @ 9 ..	8 @ 9
Good Leaf,.....	9 @ 10 ..	10 @ 11 ..	10 @ 11 ..	10 @ 11 ..	10 @ 11
Fine Leaf,	11 @ 12 ..	12 @ 14 ..	12 @ 14 ..	12 @ 13 ..	12 @ 13
HEAVY LEAF.	June.	July.	August.	September.	
Common Lugs,.....	\$4½ @ 5½ ..	\$6½ @ 7½ ..	\$8 @ 9 ..	\$8½ @ 9½ ..	
Good Lugs,.....	6 @ 7 ..	7½ @ 8½ ..	9 @ 10 ..	10 @ 11 ..	
Low Leaf,.....	7½ @ 8½ ..	8½ @ 9½ ..	10 @ 11 ..	12 @ 13 ..	
Medium Leaf,.....	9 @ 10 ..	10 @ 12 ..	12 @ 13 ..	14 @ 15 ..	
Good Leaf,.....	11 @ 13 ..	13 @ 15 ..	14 @ 16 ..	16 @ 17 ..	
Fine Leaf,.....	14 @ 16 ..	16 @ 18 ..	17 @ 18 ..	18 @ 19 ..	

The demand for export, both for open markets and the European regies, was very regular and steady throughout the season, although much harrassed by the great scarcity of such qualities as were really and mostly needed. The tobaccos for the French government were shipped this season *via* Baltimore, and are included in our coastwise shipments.

Our stock on hand is nearly composed as usual; but a very small proportion is still in first hands, say about one thousand hogsheads, and about an equal number is held by speculators, the remainder by shippers and manufacturers.

Our crop this year will be of necessity a small one; yet, considering the many vicissitudes it had to combat with, we feel quite grateful for being able to prognosticate a yield of about thirty-five to thirty six thousand hogsheads, although this will hardly suffice to satisfy the home demand. Nearly three-fourths of it has been cut and housed, and is represented to us to be of a very fair quality, especially of more substance than last year's growth, excepting a portion that has been cut in a green and unripe condition.

Maryland and Ohio Tobacco.—We are again under obligation to our friend G. O. GORTER, Esq., of Baltimore, for the statistics of that market. The market for Maryland during the first three months of the year was active, and the old stock that had accumulated since the panic of September, found gradually buyers, at prices above those current the previous fall. During April and May, by free receipts, the market remained very active, while prices remained nearly sustained, notwithstanding the considerable decline in other sorts of tobacco. From June forward, by declining receipts, prices kept slowly and gradually advancing. I now quote 6 to 16 for the same grades which sold in May, 4 to 14, an advance of fully 2 cents. The stock of Maryland is very reduced, and I estimate this year's growth at 27,000 hhds., of a good and desirable quality, and may, therefore, look forward to a healthy trade in 1875.

In Ohio, the transactions during the early part of the year were extremely limited, after the large receipts in 1873, and the large crop of 1873 expected in market; the depression was great, and in May nearly the entire stock, 7,000 to 8,000 hhds., could have been bought at 5 cents average. In June, under advices of a failure in planting, the market slowly gained strength; in that month and July, while the unfavorable crop prospects were confirmed, sales amounted to fully 10,000 hhds., and in August prices for average lots had advanced to 7 cents. From that time forward, stimulated by the small productions, as well in Ohio as other Western States, by continual speculative demand, prices kept advancing to 10 cents for average lots; and the fact that the new crop, estimated at above 6,000 hhds., is selling in Ohio at that price, indicates a confidence in a further advance in prices. The present stock, which I estimate at 12,000 hhds., added to next year's supply, estimated at 6,000 hhds., seems to me, however, equal to all usual requirements.

Seed Leaf Tobacco has been largely dealt in during the year, but also labored for the first few months under the disastrous effects of the panic, and found only takers at greatly reduced prices, both for export and consumption. When the effect of the severe drought prevailing all over became a fixed fact, towards the end of June, a strong upward tendency, particularly on export grades, took place, which gradually stiffened, so that these sorts advanced to nearly

double their former value, with large sales up to the end of November, since which the export demand has quieted down.

The home trade has been less satisfactory throughout the year, as manufacturers generally only stocked from hand to mouth.

The certainty of small crops in the different sections where seed leaf is produced, has had the effect that comparative high prices have been paid on the ground, which may cause another drawback on an active demand.

We are again indebted to our neighbors, Messrs. J. S. GANS & SON, for valuable statistics.

TOTAL PURCHASES FOR EXPORT SINCE JANUARY 1ST, 1874.

	Cases.
Crop of 1870 and 1871 to date,.....	3,155
“ 1872 to date,.....	24,351

CROP OF 1873.

	Connec- ticut.	New- York.	Pennsyl- vania.	Ohio.	Wisconsin and other Western.	Total.	
	Cases.	Cases.	Cases.	Cases.	Cases.	Cases.	
Purchases to Dec.1, 1874,.	1,525	6,032	9,062	17,194	4,468	38,281	
“ in Dec.. 1874,..	....	63	....	584	100	747	
	<u>1,525</u>	<u>6,095</u>	<u>9,062</u>	<u>17,778</u>	<u>4,568</u>	<u>....</u>	39,028
							<u>66,534</u>

Stock, January 1st, 1874,..... 250,000 cases.

Exported during the year, (including 15,000 cases repacked in hhds.,)..... 95,000 cases.

Consumption, (including 15,000 cases taken by cutters,)..... 95,000 “

190,000 “

Stock on hand, January 1st, 1875,..... 60,000 “

Which is divided as follows:

Crop of 1870,.....	2,000 cases.
“ 1871 and 1872,.....	10,000 “
“ 1873—Connecticut and Massachusetts,....	20,000 “
“ “ New-York State,.....	5,000 “
“ “ Pennsylvania,.....	5,000 “
“ “ Ohio,.....	15,000 “
“ “ Wisconsin and other Western States,.....	3,000 “
	<u>60,000 cases.</u>

To which must be added the estimated crop of 1874, as follows:

Connecticut and Massachusetts,.....	30,000 cases.
New-York State,.....	8,000 “
Pennsylvania,.....	10,000 “
Ohio,.....	15,000 “
Wisconsin and other Western States,.....	5,000 “
	<u>68,000 cases.</u>

Total stock, old and new crop,..... 128,000 “

Our quotations, as compared with previous years, are for the old crop :

	JAN. 1, 1873. (Gold, 112.)	JAN. 1, 1874. (Gold, 110.)	JAN. 1, 1875. (Gold, 111½.)
Connecticut and Mass.—Fillers,.....	14@16c.	5 @ 8c.	7 @ 8c.
“ “ Binders and seconds,..	26@35c.	9 @15c.	10 @16c.
“ “ Assorted lots,.....	40@55c.	.. @..	18 @30c.
“ “ Fine wrappers,	60@75c.	15 @50c.	35 @55c.
New-York State—Assorted lots,.....	12@16c..	7 @20c.	9 @18c.
Pennsylvania, “	20@25c.	7½@20c.	16 @25c.
Ohio, “	12@15c.	6 @ 7½c.	10½@13½c.
Wisconsin, “	9@10c.	6½@10c.	8½@10½c.

Havana Tobacco.—A steady and active demand has been done in this article nearly all the year, and would have been still larger if it had not been that really desirable qualities were in but limited supply, so that ordinary and middling qualities varied but slightly in value, whilst the better grades met with ready sales at advanced prices. Sales for the year, 60,000 bales.

Of *Yara* the supplies were very light, as the troubles in Cuba prevent planting of larger crops. Most of the receipts were mongrel, real fine quality commanding full prices. Sales, 2,400 bales. We quote as follows :

HAVANA.		YARA.	
1875.	1874.	1874.	
Common, \$0 75@\$0 85	\$0 70 @\$0 80	Assorted Lots..	\$0 85@\$1 00
Good,... 0 90@ 0 95	0 85 @ 0 95		
Fine,... 1 00@ 1 25	1 02½ @ 1 10		

Manufactured Tobacco.—The business in this branch was, for the first six months of the year, only fair, and at prices not remunerative to the manufacturer. The home trade bought very sparingly, the principal business being for exportation. After the month of July, and for the balance of the year, by reason of the steady and continued advance of the leaf, a large business was done for both home and export trade, and manufacturers were enabled to obtain sufficient increase of prices to make it a profitable season.

The business, as a whole, has been much more satisfactory than the previous year. The demand for home consumption has been greater, and for exportation fully up to, if not somewhat in excess of 1873.

The advance in prices since last spring has been above five cents per lb. on black work, and from seven to twelve cents per lb. on bright work.

The stock on hand in this market at the close of the year is estimated at about 7,000 pkgs., whilst the factories are generally bare, and, in some few instances, have orders in advance yet to fill.

We quote

	In Bond.
Black Work—Common to medium,.....	17 @ 22c. per lb.
Good to fine,.....	23 @ 30c. “
Twist and Negrohead,.....	28 @ 38c. “
Bright Work—Common to medium,.....	25 @ 32c. “
Good to fine,.....	33 @ 50c. “
Fancy grades, twist, &c.,.....	45 @ 60c. “

ANNUAL REVIEW OF THE PETROLEUM TRADE OF NEW-YORK,

FOR THE YEAR 1874.

THE fluctuations in value the past year have been smaller than for any year in the history of petroleum, owing to the fact, that the year opened so low that prices could not go much lower, without going out of sight, and the large supply has prevented any rise. Producers in most instances have literally "worked for nothing and found themselves," and may have also found ruin to their pockets. All prophesies of exhaustion of the liquid mines have thus far failed, though for the last few months many "dry holes" have been struck, and fewer successful strikes made. Hitherto, when one region has given out, another has been discovered, and old wells have been resuscitated and reworked, furnishing always a full supply. We suppose, however, that there is a limit to every thing *earthly*, which this article emphatically is, and the present sources of supply must some day or other be exhausted. The wise man wrote, "all the rivers run into the sea; yet the sea is not full; unto the place from whence the rivers come, thither they return again;" but this cannot be said of this subterraneous sea, for most of it ends in smoke, which cannot be gathered up again, and replaced in its original carboniferous bed. The cheapness of this illuminator has caused it to be exported to a greater extent than ever before, in consequence of which the markets of Europe have been nearly glutted, and prices have continually given way, leaving but a very small margin to any one handling the article. There has been a large increase in the export to China and the East Indies, all of which was refined, in tin cans.

Production.—No figures are now published, but it is variously estimated at 25 @ 30,000 bbls. per day; or if we say 27,000 bbls. per day, it would appear that there has been a falling off in the production, as compared with January last, of 10,000 bbls. per day. The decrease in Butler County is 30 per cent. in the production, while the wells have been increased 100 per cent. in number, as compared with a year ago. There has undoubtedly been a very material decrease in the production, which, whether natural or forced, must tend to advance values from the ruinous figures which have prevailed the past year.

Crude.—In our last annual review, we closed the year 1873 with a quotation of $5\frac{1}{4}$ @ $5\frac{3}{8}$ cents for bulk, and 10 cents in shipping order, which was a fraction over the lowest figures of the year previous. The improvement continued till the second week of January this year, when $5\frac{3}{4}$ cents was paid for bulk, ($10\frac{1}{4}$ shipping order,) and even higher for small lots for prompt delivery. Subsequently there was a slight falling off, but toward the end of the third week, there

were heavy sales, and prices advanced materially, chiefly for the reason that the article was considered low, the month closing with a quotation of $6\frac{5}{8}$ @ $6\frac{3}{4}$ cents for bulk, and $6\frac{7}{8}$ for February, March, April and May, delivered in weekly instalments.

February opened strong and higher, say 7 @ $7\frac{1}{4}$ cents for bulk, and $11\frac{1}{2}$ shipping order, advancing the first week to 8 and 12 respectively, without business at these figures. Holders now softening a little, an active business was done at $7\frac{1}{2}$ @ $7\frac{3}{4}$ cents for early delivery, $7\frac{1}{2}$ for February and March, $7\frac{3}{4}$ for March, April and May, and 8 for May, followed by still lower figures, ranging from $7\frac{1}{4}$ to $7\frac{1}{2}$ to the end of the month for spot, and 11 shipping order, a decline of $\frac{1}{2}$ a cent on the latter.

March.—At the beginning the market was quiet, and prices tended downwards, reaching $6\frac{1}{2}$ and $10\frac{1}{2}$ cents for bulk and barrels, near the middle of the month, 7 cents and $10\frac{3}{4}$ were afterward paid; but, notwithstanding freights were easier, prices fell $\frac{1}{4}$ of a cent, rallying towards the close, when the figures were $7\frac{1}{4}$ @ $7\frac{3}{8}$ for bulk, and $11\frac{1}{4}$ shipping order. Meantime, the sales for future were for April, $6\frac{5}{8}$ @ $7\frac{1}{4}$, June, $6\frac{3}{4}$ @ $6\frac{7}{8}$, &c.

April opened strong, say at $7\frac{1}{2}$ and 11 cents, but soon fell to $7\frac{1}{8}$ @ $7\frac{1}{4}$ for bulk, ($7\frac{1}{4}$ @ $7\frac{3}{8}$ for May,) ranging about these figures till the third week, when an effort was made by the producers to stop drilling for sixty days, in order to advance the price. At this time, $7\frac{1}{2}$ cents was paid for bulk, short delivery, and $7\frac{1}{2}$ for May and June, but the month closed rather nominally at $7\frac{3}{8}$ @ $7\frac{1}{2}$ in bulk, and $11\frac{1}{8}$ @ $11\frac{1}{4}$ in shipping order, with sales for May at $7\frac{1}{4}$ @ $7\frac{3}{8}$, and June, $7\frac{5}{8}$.

May was lower at the beginning, falling from 7 @ $7\frac{1}{8}$ cents, to $5\frac{1}{2}$ at the close, for bulk, and a corresponding price for shipping order, or about $9\frac{3}{4}$ cents; reports of a large increase in the production facilitating the decline.

June.—The second week, as low as $4\frac{7}{8}$ cents was accepted for spot, 5 for July, and $8\frac{3}{4}$ for shipping order, the lowest figures of the year to this time. At this time there was a sharp reaction— $5\frac{1}{4}$ @ $5\frac{1}{2}$ cents bulk was paid, but freights stiffening, and gold being weaker, the advance was mostly lost, the month closing at about 5 cents for bulk and 9 for shipping order. June and July sold at 5 @ $5\frac{1}{4}$ cents.

July.—The quotation during the whole month stood at $4\frac{7}{8}$ @ 5 cents for bulk, and $8\frac{3}{4}$ @ 9 for shipping order, with occasional efforts to advance prices. The destruction of 60,000 bbls. at Hoboken by fire, and depressed freights, failing to impart any buoyancy to the market.

August.—The opening price was 5 cents for bulk and $8\frac{1}{4}$ @ $8\frac{1}{2}$ for shipping order, followed by a large business, and an advance of $\frac{1}{8}$ @ $\frac{1}{4}$ cent, August bringing $5\frac{1}{8}$, September, $5\frac{1}{4}$, and October, $5\frac{1}{2}$ cents. Thereafter, spot and September ranged from 5 to $5\frac{1}{8}$ cents, and $5\frac{1}{4}$ first ten days in October, closing about 5 @ $5\frac{1}{8}$, spot.

September.—There was less spirit manifested, and previous prices were not maintained, the range being $4\frac{7}{8}$ @ 5 cents for spot and month, till the close of the third week, when holders advanced their

price to 5 @ $5\frac{1}{4}$ cents for spot and October, the month closing at $5\frac{1}{4}$ @ $5\frac{1}{2}$ cents for bulk, spot and October, and $8\frac{3}{4}$ @ 9 shipping order; freights the meantime favoring shippers.

October opened at higher figures, as did refined, $5\frac{3}{4}$ cents being bid for bulk, and 6 asked for month's delivery, with sales at $5\frac{7}{8}$ @ 6, but declined steadily all the month, to $5\frac{1}{8}$ spot at the close, $5\frac{1}{4}$ for November, $5\frac{1}{2}$ December, and $5\frac{5}{8}$ January. The only sales noted in shipping order were at 9 cents.

November.—The price ranged at 5 @ $5\frac{1}{3}$ cents until the fourth week, when there was an advance to $5\frac{1}{4}$, and the month closed at 5 5-16 in bulk, and perhaps $8\frac{1}{4}$ @ $8\frac{1}{2}$ shipping order. During the month the price fell in the oil regions, sales being made in some localities as low as *one cent* per gallon.

December.—The market was dull throughout the month, but holders were pretty firm, the range being mostly $5\frac{1}{4}$ @ $5\frac{5}{8}$ cents. A sale was afterwards made at $5\frac{1}{2}$ cents, but the year closed firm at 5 11-16 @ $5\frac{3}{4}$, for bulk.

Refined.—January, barrels opened at $13\frac{3}{8}$ @ $13\frac{1}{2}$, (cases, $18\frac{1}{2}$ for ordinary shipping brands,) $13\frac{5}{8}$ for February, and $13\frac{3}{4}$ for March, falling a little below these figures occasionally, till the fourth week, when there was a heavy movement and an advance in values. Within three days, the 21st, 22d and 23d, the sales embraced no less than 146,500 bbls. for immediate and future delivery, besides 25,000 cases in the same time, and 50,000 bbls. crude. The prices paid were for all the month, $14\frac{1}{4}$ @ $14\frac{1}{2}$ cents; February, 14 @ $14\frac{7}{8}$; March and first and last half April, 15 @ $15\frac{1}{2}$, and May, $16\frac{1}{2}$; cases, 19 @ 20 cts. After this there was a slight pause, with some reaction in prices, but the month closed at 14 @ $14\frac{1}{2}$ cents for shipping order, spot, $14\frac{1}{2}$ for February, and 15 for March, (cases, $19\frac{1}{2}$ @ 20,) high test bringing $\frac{3}{4}$ @ 1 cent more than ordinary, which is the basis of our quotations.

February opened very firmly, with an upward tendency, with sales of ordinary test shipping, the first week, at $15\frac{1}{4}$ @ $15\frac{1}{2}$ cents for February delivery, 16 for February and March, and 17 for May—cases, 22. At the middle of the month values had receded to $14\frac{3}{4}$ @ 15 for spot and month, and cases, 21 @ 22 cents. On the 17th there was a sharp advance to $15\frac{1}{4}$ @ 16 cents for the month, $15\frac{7}{8}$ first half March, and $16\frac{1}{4}$ last half March—cases, $21\frac{1}{2}$ @ 22. Prices varied slightly after this, closing quietly at $15\frac{1}{2}$ cents for barrels, and 21 for cases, for immediate delivery. A combination of the producers to restrict the production for two or three months, had the effect to strengthen the market.

March.—The foreign markets not responding to the advance in our own, and the striking of new flowing wells, produced some decline, so that by the 20th the spot price was $14\frac{1}{2}$ cents, or 1 cent below the closing price of the previous month, and for future, up to June, 15 @ $16\frac{1}{2}$ was paid—cases, 19 @ 20. Here there was an upward turn, and by the close of the month, the quotation was $15\frac{1}{2}$ @ $15\frac{5}{8}$ cents spot; $15\frac{5}{8}$ @ $15\frac{3}{4}$ April, (large sales, $15\frac{1}{4}$ @ $15\frac{5}{8}$;) 16 @ $16\frac{1}{4}$ May; and $16\frac{3}{8}$ @ $16\frac{1}{2}$ first half June—cases, 20 cents for ordinary shipping brands.

April opened with a firmer market, and a brisk speculative movement, with large sales, at $15\frac{3}{4}$ @ 16 cents for April, $16\frac{1}{8}$ @ $16\frac{3}{8}$ for May, $16\frac{1}{8}$ @ $16\frac{7}{8}$ for June, $16\frac{1}{8}$ for April, May and June, $17\frac{1}{8}$ for July, $17\frac{1}{2}$ for August, and cases of regular shipping brands, $20\frac{1}{2}$ @ 21, April delivery, extra brands bringing as high as 22 @ $22\frac{1}{2}$ cents. The second week there was a slight reaction, though the sales continued free, forward bringing $\frac{1}{2}$ @ 1 cent above spot. The business of the month was heavy, both in barrels and cases, for spot and future delivery, closing at about $15\frac{7}{8}$ @ 16 cents for spot, $15\frac{3}{8}$ @ $15\frac{3}{4}$ for May, $15\frac{3}{4}$ @ 16 deliverable to 15th May, $16\frac{1}{8}$ @ $16\frac{5}{8}$ for June, $16\frac{1}{2}$ last half July, and cases for May, 20 @ 21 cents, as to brand, the whole market having been quite steady in price during the month.

May.—Holders now submitting to lower prices, and freights being more favorable, the sales were large, but values steadily declined, and left off 2 @ $2\frac{1}{2}$ cents lower than at the beginning of the month, spot being quoted, 13 @ $13\frac{1}{4}$ cents, and cases, 18 @ 19, for June delivery. The transactions of the month, in the aggregate, were large, mostly in futures.

June.—Prices fell the first week or so to $12\frac{1}{2}$ @ $12\frac{5}{8}$ cents, and freights favoring shippers, there was an active business done at the decline, notwithstanding the large stock in all European ports. July delivery was done at $12\frac{5}{8}$ @ $13\frac{1}{8}$ cents, and first half August $13\frac{1}{2}$, and cases for June, 17 @ $18\frac{1}{2}$ cents. The stimulated demand strengthened the market, and prices advanced $\frac{3}{4}$ @ 1 cent at the middle of the month, but was more quiet the last half, closing at $12\frac{1}{2}$ @ $12\frac{3}{4}$ cents for shipping order, (against $13\frac{3}{8}$ @ $13\frac{1}{2}$, obtained in the middle of the month,) and 17 @ $17\frac{1}{2}$ for cases. Contracts during the month ranged from $12\frac{5}{8}$ @ $13\frac{1}{2}$ cents for June, $12\frac{1}{2}$ @ $13\frac{1}{2}$ for July, 13 @ $13\frac{1}{2}$ for August, and cases for June and July, 17 @ $19\frac{1}{2}$, all closing at the lower figures.

July.—With slight variations, prices declined until the close of the month, the quotation at this time being $11\frac{5}{8}$ @ $11\frac{3}{4}$ cents, or nearly one cent lower than at the beginning. The fire which destroyed some 60,000 bbls. crude at Weehawken at the middle of the month, had no appreciable effect upon the market. The sales of barrels during the month were only moderate, but those of cases large.

August opened a little higher for barrels, running up to $12\frac{1}{4}$ cents, chiefly on account of a slight "twist" on the shorts, but this advantage was soon lost, and about the middle of the month a lower depth was reached than ever before, viz., $11\frac{1}{2}$ cents for barrels, and $16\frac{1}{2}$ and upwards for cases, as to brand, &c. Freights at this time being lower than for two or three years before, there was an improvement in oil, and the month closed about 12 3-16 @ $12\frac{1}{4}$ cents, shipping order, and 17 @ $17\frac{1}{4}$ for cases, the aggregate business of the month being large, both in barrels and cases, for immediate and future delivery.

September.—The closing prices of August were not sustained, this month opening at $11\frac{7}{8}$ @ 12 cents for shipping order, or barrels, and at the beginning of the second week sales were made as low as 11 9-16 for September delivery, $11\frac{3}{4}$ for October, and 17 @ $19\frac{1}{2}$ for cases, (as to brand,) September and October delivery, with a large

business, both in barrels and cases. Here there was an advance to 12 @ $12\frac{1}{4}$ cents spot and month, and $12\frac{1}{2}$ for October, but the improvement was soon lost, with sales for the month as low as $11\frac{7}{8}$, October at 12, and cases for September, $16\frac{3}{4}$ @ 17 cents, rallying again, and closing at $12\frac{3}{8}$ @ $12\frac{5}{8}$ for spot and first half October, $12\frac{3}{4}$ for 15th to 25th October, and $17\frac{1}{4}$ @ $17\frac{1}{2}$ for cases for October.

October.—Freights being favorable to shippers, a large business was done at the commencement at $12\frac{3}{4}$ @ 13 cents for spot and month. These rates were not maintained, the value ranging chiefly from $11\frac{7}{8}$ @ $12\frac{1}{2}$, till near the end, when the price fell to $10\frac{7}{8}$ @ 11 spot and first half November. Cases ranged from 17 @ 20 cents, as to brand, style, &c., closing at 17 for ordinary shipping.

November.—Like crude, refined was pretty uniform throughout the month, the whole range being from $10\frac{1}{2}$ @ $11\frac{1}{8}$ cents for spot parcels in shipping order, the higher figure at the commencement, and the lower about the 20th, the month closing about $10\frac{3}{4}$ @ $10\frac{7}{8}$ for spot lots, shipping order. Cases ranged from $16\frac{1}{4}$ @ $19\frac{1}{2}$ cents, as to brand, with a good business, chiefly at $16\frac{1}{2}$ @ 17, closing at $16\frac{1}{4}$ @ $16\frac{1}{2}$ for regular shipping brands.

December opened a good deal firmer, the offerings having fallen off, though the business was light throughout. Shipping order ranged from $10\frac{3}{4}$ cents at the opening to 12 at the close. Cases were quoted $16\frac{1}{2}$ @ $18\frac{3}{4}$ cents, as to brand. At the end of the month there was a more buoyant feeling. Refiners were very firm, and showed their confidence by shipping on their own account, where exporters could not, within their limits. The price at the close of the year was strong at 12 cents, shipping order, while $\frac{1}{8}$ @ $\frac{1}{4}$ more was asked. Cases sold at the close at $16\frac{3}{4}$ @ 17 cents for ordinary shipping. Throughout the year, choice brands of case oil commanded from $1\frac{1}{2}$ @ 3 cents more than ordinary shipping brands.

Naphtha opened strong in the early part of the year, and continued so until the latter part of spring, when it sympathized with the decline which occurred in the oil market. The sales during the first four months averaged about $4\frac{1}{2}$ cents in bulk, and about 9 in shipping order. After the "break" in the oil market—the early part of May—naphtha declined to 2 @ $2\frac{1}{2}$ cents, some small sales having been made as low as $1\frac{1}{2}$ in bulk. From this point to about the middle of August, the average was about $2\frac{1}{2}$ cents for bulk and $7\frac{1}{2}$ for cargo lots, but subsequently the market further improved until bulk reached 3 cents and cargoes $10\frac{1}{2}$. At various times during the autumn, bulk naphtha became very scarce, and sales were made as high as 6 cents, and the article closed strong with the year. The demand for it is constantly increasing, both for domestic and foreign consumption. The gas companies have taken larger quantities than during any former year, and there is constantly an improvement in the sale of gasoline for the lighting of private houses. In several European countries the use of it as an illuminator is steadily growing. During the low prices of the summer, considerable quantities were used by the refiners under their stills, but the improvement

which occurred in the latter portion of the summer made it more profitable for them to obtain their fuel from the coal dealers, which they did during the balance of the year.

EXPORT OF CRUDE AND REFINED (INCLUDING NAPHTHA, &c.)
FROM NEW-YORK, FOR THE YEARS 1873-74.

	1874.	1873.
To Liverpool,..... gallons,	8,096,888	5,382,539
London,.....	7,545,506	6,233,812
Glasgow,.....	141,593	105,453
Bristol,.....	2,173,811	1,855,477
Hull,.....	647,827	407,069
Falmouth, E., &c.,.....	2,260,896	1,228,028
Cork, &c.,.....	9,880,061	6,566,273
Havre, &c.,.....	4,910,532	7,394,592
Marseilles,.....	2,513,850	3,109,258
St. Nazaire and Rouen,.....	.....	.....
Cette,.....	659,254	449,501
Dunkirk,.....	2,064,539	1,434,649
Bordeaux and Bayonne,.....	1,013,109	2,168,797
Nantes,.....	.....	174,511
Antwerp,.....	6,473,016	10,518,941
Bremen,.....	18,663,060	20,957,777
Amsterdam,.....	742,412	190,504
Hamburg,.....	6,788,364	4,127,384
Rotterdam, &c.,.....	3,415,114	5,613,735
Stockholm and Gottenburg,.....	1,071,572	1,457,412
Cronstadt, &c.,.....	6,098,785	6,627,830
Ancona,.....	703,986	527,047
Konigsberg and Stettin,.....	6,228,701	8,177,785
Arendal,.....	.....	.....
Lubec, &c.,.....	397,144	612,921
Dantzic,.....	1,469,766	2,782,669
Copenhagen, Elsinore, &c.,.....	3,567,954	2,942,388
Borga, Finland,.....	176,363	339,282
Sweden,.....	3,271,429	303,426
Syria, &c.,.....	1,303,431	1,261,655
Venice,.....	1,293,374	651,570
Cadiz and Malaga,.....	1,629,912	1,713,013
Tarragona and Alicante,.....	624,186	364,625
Barcelona,.....	834,543	707,333
Gibraltar and Malta,.....	3,591,599	7,599,717
Oporto,.....	587,134	249,720
Naples and Palermo,.....	1,360,396	1,677,075
Genoa and Leghorn,.....	4,083,953	2,843,463
Trieste,.....	3,361,798	2,332,958
Smyrna, &c.,.....	2,329,548	1,378,741
Alexandria, Egypt,.....	1,333,842	1,515,394
Lisbon,.....	677,555	677,397
Canary Islands,.....	194,400	146,934
Constantinople,.....	2,269,590	2,686,030
Bilboa, Seville and Vigo,.....	687,636	1,422,747
Palma, Spain, &c.,.....	2,646,721	2,641,728
China and East Indies,.....	2,909,236	1,772,239
Japan, ..	1,117,870	453,850
Africa,.....	668,280	477,760

	1874.	1873.
To Australia,	2,315,136	2,303,760
Otago, N. Z.,	574,600	336,640
Sydney, N. S. W.,	209,340	226,948
Brazil,	2,970,375	1,936,744
Mexico,	722,458	367,294
Cuba,	2,558,600	1,734,980
Argentine Republic,	509,492	610,370
Cisplatine Republic,	298,050	508,150
Chili,	363,580	190,100
Peru,	422,222	272,555
British Honduras,	23,142	12,828
British Guiana,	86,250	92,365
Dutch Guiana,	3,091	....
British West Indies,	762,107	671,192
British North American Colonies, ...	76,224	93,309
Danish West Indies,	38,418	20,330
Dutch East Indies,	3,305,268	1,330,483
Dutch West Indies,	80,780	54,011
French West Indies,	53,300	57,240
Hayti,	112,919	87,421
Central America,	13,580	82,779
Venezuela,	191,896	201,273
New-Grenada,	96,322	104,914
Porto Rico,	127,704	133,240
Sandwich Islands, .....	....	....
Total,	150,395,390	145,691,935

TOTAL EXPORT FROM THE UNITED STATES.

CRUDE, REFINED, & C.

			TOTAL.		
CRUDE.	REFINED.	NAPHTHA.	1874.	1873.	1872.
From New-York, galls. *12,776,804	130,170,509	7,448,077	150,395,390	145,691,935	90,028,745
Boston,	§3,455,946	....	3,455,946	2,458,356	1,717,689
Philadelphia, †2,120,239	69,181,002	1,707,821	73,009,112	85,860,120	56,421,900
Baltimore,	‡497,564	7,547,417	8,282,703	3,471,222	1,995,104
Portland, ... ..	....	....	....	....	....
Cleveland, .....	....	....	....	....	....
Total, galls.	15,394,657	210,354,874	235,143,151	237,481,633	150,163,149
Equal to bbls. of 40 galls.,	384,866	5,258,872	234,840	5,873,578	3,754,060

* Including 276,349 gallons lubricating, and 1,917,486 gallons residuum.

† Including 286,000 gallons residuum.

§ Nearly all refined. .

‡ Including 440,804 gallons lubricating, and 56,760 gallons residuum.

MONTHLY RANGE AND AVERAGE PRICES IN NEW-YORK IN 1874.

MONTHS.	CRUDE—IN BULK.		REFINED STANDARD WHITE. <i>In Barrels.</i>		NAPHTHA. <i>In Barrels.</i>	
	Highest and Lowest.	Average Price.	Highest and Lowest.	Average Price.	Highest and Lowest.	Average Price.
January,	5¼ @ 6¾	5.90	13⅞ @ 14½	13.67	7¾ @ 8¾	8.19
February,	7 @ 8	7.49	14¾ @ 16	15.20	8¼ @ 8¾	8.41
March,	6½ @ 7½	6.96	14½ @ 15¾	14.98	8½ @ 9	8.82
April,	7 @ 7½	7.41	15½ @ 16	15.76	9 @ 9½	9.14
May,	5½ @ 7½	6.20	13 @ 15¾	14.	7¾ @ 9¼	8.42
June,	5 @ 5¾	5.12	12½ @ 13½	12.77	7½ @ 7¾	7.53
July,	4¾ @ 5	4.97	11½ @ 12½	12.15	7 @ 7½	7.31
August,	5 @ 5¼	5.05	11½ @ 12¼	11.91	7½ @ 10	8.76
September,	4¾ @ 5½	5.10	11½ @ 12¾	12.12	9 @ 11	9.76
October,	5½ @ 6	5.58	10¾ @ 12¾	12.15	9 @ 10½	9.68
November,	5 @ 5¼	5.14	10¾ @ 11½	11.02	9 @ 10½	10.03
December,	5 @ 5¾	5.43	10¾ @ 12½	11.37	9¾ @ 10¾	10.15
Average for year 1874,	....	5.86	....	13.09	....	8.85
“ “ 1873,	....	7.62	....	18.21	....	11.07
“ “ 1872,	....	12.80	....	23.75	....	14.81

ANNUAL REVIEW OF THE NAVAL STORES TRADE OF NEW-YORK,
FOR THE YEAR 1874.

THE table of prices, as given on page 51, is a fair showing of the course of the market, and we do not propose to make any extended remarks. The production from the pine tree was formerly confined to the "Old North State," but it will be seen by our tables, that Charleston now exports largely, and Fernandina is making naval stores one of her staples..

Crude Turpentine—Once the all-important article in the market, and controlling all its productions from the still, has almost literally disappeared as an article of commerce, in this city, and also as an article of export from the country. True, there is still some received here, but it is nearly all imported by our distillers, or goes through to Canada. The total receipts at this port, which were 60,793 bbls. in 1860, the last great year, were but 10,915 bbls. in 1873, and 11,765 in 1874. Once, since the war, (in 1866,) it rose to 32,218 bbls., and in 1870 was but 7,299 bbls. The export in 1860 was 54,645 bbls., and in 1866 was 13,596 bbls., but since that year has never reached 850 bbls.—total export in 1874, exclusive of Canada, 834 bbls.

Spirits Turpentine.—Some of the features of crude are apparent also in spirits. The receipts at this port in 1860 were 158,912 bbls., and from 1866 to 1871 ranged from 62,644 to 70,969 bbls. In 1872 they reached 77,223 bbls.; in 1873, were 83,094 bbls., and in 1874, they were 78,680 bbls. The reason of the falling off at this port is, that formerly nearly all the exports to foreign countries passed through New-York; now they are nearly all made direct from Wilmington and Charleston.

At the opening of the year, the price was $41\frac{1}{2}$ cents, and early in February, when the price had advanced to 51, sales were made for March delivery at 55, buyers' option, a loss of 7 @ 8 cents to the buyer, at the time of delivery. As it turned out, 51 cents was the highest point reached during the year. From 1st February to 1st April, the decline was small; but from this time, the price fell off irregularly to the middle of September, when 33 cents, the lowest point, was touched, the year closing with a quotation of 35 cents, merchantable order.

Rosin—Like crude turpentine and spirits turpentine, has never reached ante-war figures. The receipts at this port in 1860 were 621,982 bbls., which has never been equalled any year since, the receipts being 534,955 bbls. in 1874, against 608,565 in 1873, and

611,434 in 1872, these last two being the largest since 1866. The export of all grades in 1860 was 500,358 bbls., a point which has never been attained since, although they were nearly as large (say 492,023 bbls.) in 1872, while the total export in 1874 was but 367,905 bbls. Closing quotation for strained, \$2 10 @ \$2 15 per 280 lbs.

We give below the usual quotations of fine rosins, remarking, however, as we have before, that they are little guide without the samples before you, the grading of quality being quite arbitrary, according to circumstances. "It is naught, it is naught, saith the *buyer*; but when he is gone his way, then he boasteth." This proverb is not peculiar to fine rosins, however, being capable of a much wider application.

1874.		No. 2.—per 280 lbs.	No. 1 and Pale.	Extra Pale and Window Glass.
January	1,....	\$2 60 @ \$2 70	\$2 90 @ \$4 00	\$4 25 @ \$5 00
February	1,.....	2 60 @ 2 90	3 25 @ 5 50	5 75 @ 6 50
March	1,.....	2 50 @ 3 75	3 00 @ 5 00	5 25 @ 6 00
April	1,.....	2 62½ @ 2 90	3 00 @ 5 00	5 25 @ 6 00
May	1,.....	2 80 @ 3 25	3 50 @ 5 50	5 60 @ 6 50
June	1,.....	2 85 @ 3 00	3 25 @ 5 25	5 50 @ 7 00
July	1,.....	2 30 @ 2 75	2 80 @ 5 50	5 75 @ 7 00
August	1,.....	2 35 @ 2 75	3 00 @ 5 00	5 25 @ 6 50
September	1,.....	2 35 @ 3 00	3 25 @ 5 50	6 00 @ 7 50
October	1,.....	2 60 @ 2 80	3 25 @ 6 00	6 50 @ 8 00
November	1,.....	2 50 @ 2 75	3 25 @ 6 00	6 50 @ 8 50
December	1,.....	2 40 @ 2 75	3 00 @ 6 00	6 50 @ 8 00
December	31,.....	2 25 @ 2 65	2 80 @ 6 00	6 50 @ 7 50

Tar.—The largest receipts at this port, any year for the last fifteen, were in 1871, when they reached 71,016 bbls., while the largest export any year in the same period, was in 1869, when 35,555 bbls. were shipped. Export from New-York to foreign ports in 1874, 26,032 bbls., and receipts at this port same time, 43,426 bbls.

MONTHLY STATEMENT OF STOCKS.

MONTHS.	1874.				1873.			
	Crude Turp'e.	Spirits Turp'e.	Rosin.	Tar.	Crude Turp'e.	Spirits Turp'e.	Rosin.	Tar.
January 1,.....bbls.	226	5,054	74,851	3,295	none.	7,248	46,436	1,250
February 1,....."	none.	5,933	76,641	5,721	none.	7,183	49,289	1,172
March 1,....."	832	7,840	69,788	10,653	none.	7,449	64,338	2,071
April 1,....."	342	6,161	42,967	8,683	457	6,007	72,256	5,429
May 1,....."	500	6 699	27,957	8,536	80	4,230	35,040	6,172
June 1,....."	101	5,795	49,109	2,636	532	2,702	35,144	3,035
July 1,....."	none.	4,398	60,388	4,381	568	2,740	44,381	1,902
August 1,....."	none.	7,309	65,700	2,722	none.	1,457	44,906	917
September 1,....."	none.	8,517	57,810	1,684	none.	3,145	39,727	174
October 1,....."	none.	9,220	60,285	2,979	520	4,086	59,156	1,820
November 1,....."	none.	7,517	60,578	3,734	none.	4,678	63,211	2,232
December 1,....."	none.	7,904	74,354	2,761	none.	4,320	71,236	1,458
December 31, .."	none.	9,512	92,077	2,618	226	5,054	74,851	3,295

RECEIPTS AT, AND EXPORTS FROM, NEW-YORK.

MONTHS.	RECEIPTS IN 1874.				EXPORTS IN 1874.			
	Turpen- tine.	Spirits Turp'e.	Rosin.	Tar.	Turpen- tine.	Spirits Turp'e.	Rosin.	Tar.
January, .....bbls.	1,857	5,300	34,171	4,706	none.	714	16,842	344
February,..... "	1,618	4,916	20,946	5,550	800	783	20,111	2,612
March,..... "	none.	5,066	20,088	11,033	none.	611	32,823	7,928
April,..... "	2,510	6,405	22,546	7,031	none.	686	31,575	6,014
May,..... "	500	7,061	55,471	4,575	none.	1,304	27,134	3,807
June,..... "	1,439	6,850	58,778	1,012	none.	1,164	23,639	2,935
July,..... "	119	12,362	62,708	797	22	743	34,497	248
August,..... "	854	8,570	53,027	751	none.	1,166	64,224	446
September..... "	1,791	8,265	77,598	3,349	none.	1,191	53,429	210
October,..... "	463	4,026	39,132	2,824	none.	1,353	22,548	290
November,..... "	270	4,987	47,958	1,246	12	522	29,688	726
December,..... "	344	4,872	42,532	552	none.	1,219	11,395	472
Total, 1874,.....bbls.	11,765	78,680	534,955	43,426	834	11,456	367,905	26,032

TABLE SHOWING THE QUANTITY TAKEN FROM THIS PORT FOR CONSUMPTION.

1874.	Turpen- tine.	Spirits Turp'e.	Rosin.	Tar.
Stock on hand, Jan. 1st, 1874,.....bbls.	226	5,054	74,851	3,295
Add received in 1874,.....	11,765	78,680	534,955	43,426
Total supply,.....	11,991	83,734	609,806	46,721
Deduct export in 1874,.....	834	11,546	367,905	26,032
Deduct stock, January 1, 1875,.....	11,157	72,188	241,901	20,689
Taken from New-York for consumption in 1874, bbls	11,157	62,676	149,824	18,071
" " " " " 1873, "	10,197	66,668	181,637	15,593
" " " " " 1872, "	10,583	66,259	113,530	17,493
" " " " " 1871, "	8,266	51,849	120,736	18,183
" " " " " 1870, "	5,952	53,341	103,653	30,471
" " " " " 1869, "	10,378	45,193	136,137	32,273
" " " " " 1868, "	10,901	46,180	69,141	23,606
" " " " " 1867, "	10,790	36,184	98,378	23,465
" " " " " 1866, "	19,771	35,635	64,042	23,740
" " " " " 1865, "	19,293	17,784	74,139	17,462
" " " " " 1864, "	6,061	6,217	13,623	24,882

EXPORTS FOR THE YEAR.

PLACE.	TURPENTINE.		SPIRITS TURPENTINE.		ROSIN.		TAR.	
	1874.	1873.	1874.	1873.	1874.	1873.	1874.	1873.
Great Britain took....bbls.	822	430	3,284	3,154	96,880	139,397	19,004	14,560
France,..... "	....	....	51	30	3,873	541	100	....
North of Europe,..... "	....	50	156	2,264	159,952	145,103	....	....
Other Europe, &c..... "	....	....	130	2,046	50,576	62,814	....	710
South America, West Indies, &c.,..... "	12	12	7,835	11,126	56,624	50,658	6,928	7,027
Total, 1874,.....bbls.	834	492	11,456	18,620	367,905	398,513	26,032	22,297
Export in 1872,..... "	504	....	21,729	....	492,023	....	17,178	....

MONTHLY AVERAGE OF PRICES AT NEW-YORK IN 1874.

MONTHS.	Crude Turpentine.	Spirits Turpentine. (Mer. & Sh'g Order.)	Strained Rosin. (Common to Good.)	Tar, No. Co. & Wil.
Average for January,.....	....	46.14 cents.	\$2 50	\$3 12
" February,.....	....	49.37 "	2 51	3 15
" March,.....	....	48.28 "	2 46	3 11
" April,.....	....	45 "	2 59	2 75
" May,.....	....	40 "	2 70	2 52
" June,.....	....	37.62 "	2 48	2 66
" July,.....	....	36.69 "	2 19	2 64
" August,.....	....	35.97 "	2 23	3 55
" September,...	....	35.31 "	2 29	2 72
" October,.....	....	37.42 "	2 38	2 49
" November,...	....	36.06 "	2 30	2 39
" December,...	....	35.40 "	2 19	2 36
Average for the year 1874,...	....	40.27 cents.	\$2 40	\$2 79
" " " 1873,...	....	50 "	3 09	3 75
" " " 1872,...	....	63.62 "	3 99	3 87
" " " 1871,...	\$5 06	56.42 "	3 22	3 01
" " " 1870,...	3 52	43.58 "	2 05	2 39
" " " 1869,...	4 04	47.45 "	2 38	3 03
" " " 1868,...	4 32	52.70 "	2 82	2 94
" " " 1867,...	5 04	69.56 "	3 79	3 32

DIRECT SHIPMENTS TO EUROPE,
FOR THE YEAR ENDING DECEMBER 31ST, 1874.

	FROM WILMINGTON, N. C.				FROM CHARLESTON.		FROM FERNANDINA.	
	Crude Turp'e.	Spirits Turp'e.	Rosin.	Tar.	Spirits Turp'e.	Rosin	Spirits Turp'e.	Rosin.
To London,.....bbls.	....	18,496	32,116	....	12,293	16,290	....	....
Liverpool,..... "	500	5,764	46,805	5,024	2,347	25,096	....	....
Bristol,..... "	....	4,747	21,578	100	200	1,477	....	....
Cork, &c.,..... "	....	26,339	26,622	2,300	3,961	6,200	....	....
Glasgow,..... "	....	3,451	14,132	3,500	....	....	....	....
Hull,..... "	....	200	300	6,434	....	....	....	....
Greenock, Sunderland, &c., (G. B.),.....bbls.	....	100	3,816	3,100	2,628	8,917	....	....
United Kingdom,..... "	....	....	....	....	2,065	3,149	....	....
Stettin and Elsinore,..... "	....	....	48,237	....	....	2,126	....	....
Riga and Cronstadt,.... "	....	....	12,513	....	....	....	....	....
North of Europe,..... "	....	....	....	....	....	8,009	....	....
Rotterdam, &c.,..... "	....	9,077	40,913	....	520	6,861	....	....
Antwerp,..... "	....	9,087	24,689	....	..	2,313	....	....
Hamburg,..... "	....	1,100	59,015	....	1,000	5,201	....	....
Bremen,..... "	....	4,142	15,930	....	1,412	2,878	....	....
Other Europe, &c.,..... "	....	32	17,319	355	101	5,774	....	....
Burned at Wilmington, .. "	....	2,114	5,681	....	....	....	....	....
Total export in 1874, ...bbls.	500	84,649	369,666	20,813	26,527	94,291	5,525	11,208
Same time 1873,..... "	535	92,013	359,116	4,067	14,524	64,263	2,749	5,155
" " 1872,..... "	950	73,270	187,781	4,609	17,037	47,048	no	return.
" " 1871,..... "	....	48,248	126,122	800	5,049	15,163	no	return.
Shipped coastwise in 1874, bbls.	*	40,123	297,877	*	*	*	10,590	46,082
Received in 1874,.....	*	128,516	649,140	*	*	*	*	*

* Not ascertained.

ANNUAL REVIEW OF THE IRON TRADE OF NEW-YORK FOR THE YEAR 1874.

GENERAL REMARKS.

It is with much regret that in making our usual report on the state of our iron market here, we are unable to record any thing satisfactory regarding the trade of 1874. It is probable that never in the history of the trade, certainly not for many years, has a darker cloud rested over its prospects than now. One year ago the country had barely recovered from the stunning blow inflicted by the panic of the previous September, and it was yet difficult to predict what would be the ultimate effects on the business of 1874.

With something that was hopeful, there was yet sufficient to justify considerable doubt and foreboding, and in the light of subsequent experience, it must be admitted that the full power and extent of the financial crisis, so far as concerned the iron trade, were then but partially comprehended. The severest blow was felt in the total discredit which befel nearly all rail-road securities, ruling out of the market all new and unfinished roads, and so shrinking the earnings of even old and prosperous concerns, as to withdraw from the market the support of the normal expenditures for repairs, &c., in some cases from positive necessity, and in others from severe measures of economy. As for those enterprises which were floating around the market, without as yet finding takers, they were as effectually squelched as if they had never been heard of. Under these circumstances, therefore, it will, of course, be expected that the construction of new roads will show a large deficit. According to the *Railway Gazette*—a very accurate authority—the mileage reported for 1874 is 1,923, against 3,883 miles in 1873, and 7,160 miles in 1872. This, meagre though it looks in comparison, is, we think, quite as much as could have been expected, and taking every thing into consideration, a remarkably good record. It is for the most part made up of short lines and extensions, much of it narrow gauge.

The panic, however, though a potent cause of the depression which has ruled all through the past year, has not been the only one at work in the iron trade. Long before that calamity there were signs of exhaustion in the supply of capital, without which it was impossible to carry out the numerous projects so profusely offered. Investors, both at home and abroad, had apparently used up both their ability and inclination, and for many months it had been almost impossible to place the bonds of the most promising schemes. Then, in addition, the great wave which had swept prices in Europe to so high a pitch, had begun to recede, lock-outs on the part of employers to enforce a reduction in wages, took the place of strikes for an advance, and a general subsidence of the demand for

iron all over the civilized world, gave warning that we were about to enter again a transition state, but this time from high to lower prices, always a more painful and difficult road to travel than its reverse form. The stimulus of high prices, moreover, caused an enormous extension of our capacity for production, both of raw and manufactured iron, with its accompanying keen competition, so that even with a continuance of the prosperity which had existed for several years before the panic, we were in a position to meet at home nearly all the demands likely to be made on us, if we worked our capacity up to its fullest limit. Looking back, therefore, on the thorny path of the past twelve months; at the profound depression and tremendous shrinkage in values, we have reason to congratulate the trade on one thing, that so few failures have occurred, and that we have such valid evidence of the inherent soundness of the trade generally.

At the same time it would be folly to shut our eyes to the fact, that a serious crisis is impending, and that however well the burden has been borne hitherto, there is a limit to the ability of the broadest back, and it is an open question how long the present strain can be sustained without entailing very serious disaster. A very general expectation prevails, that with the advent of spring we will witness a revival of all the dormant industries of the country. No doubt in this, as in all similar cases, "the wish is father to the thought," and it would be a little difficult to define precisely on what basis this expectation rests, that would not have applied with equal force to the fall trade of 1874, which proved so disappointing. What is needed most of all is *confidence*, and that will be lacking so long as the air is filled with rumors of defaults, foreclosures and protests in connection with the rail-road business. But for that there would now be enough of demand to supply all our mills with work for some time to come. Prices are at a low point, and there has not been for many years so favorable an opportunity for constructing roads cheaply as the present, the difference in the mere cost of iron of 56 lbs. per yard to the mile of road being about \$2,500, other accessories and equipment being reduced in proportion. This great change in consumers' favor must, ere long, begin to have its influence, as capitalists who now shrink from investing further in uncompleted schemes, must see that they will not soon have a more favorable chance for changing at a low cost a dead into a living, active and profitable investment.

And yet recuperation may be a slow process, and liable to meet with hindrances from the financial discussions in Congress, the approach of another Presidential election, and the excitement of the Centenary celebration; besides, it is not improbable, that having enjoyed one cycle of high priced years, we may be entering on a series of low ones, they in their turn to be followed by another upward reaction. But leaving the remote future to take care of itself, it is more pertinent to ask what remedy there is for present evils. Is the vast capital invested in blast furnaces and rolling mills to be looked upon as sunk beyond recall, or is there a way to extricate it from the web of difficulty in which it is now entangled?

Without doubt there must be, and we do not hesitate to say, that it lies not in the galvanism of Congressional subsidies, nor in the unhealthy stimulus of rail-roads constructed by bartering the nation's credit. These may create a temporary activity, but only to be followed by greater depression, not to speak of the temptation to increased competition, by adding to our productive capacity on this transitory and insecure basis. He would, indeed, be a wise man who could point out all the remedies for our present evils; but we suspect it rests more in a determination to so reduce the cost of production, that the changed aspect of the market can be met and grappled with. In combinations to curtail production we do not place much faith, for if buyers will not take iron at one price, they are not likely to be induced by making it cost them more.

Another thing, we ought not to rest content until we have a foreign outlet for our surplus production of iron. In this grand safety valve in periods of depression lies much of the power of the European ironmaster, for it is a rare event when depression rules simultaneously in every market. As an illustration, we would direct attention to the export tables of rail-road iron shipped from Great Britain during the eleven months ending with November, 1874, as compared with the same period in 1872, from which it will be seen that notwithstanding a defection on the part of the United States as a customer to the extent of 347,629 tons, the actual decrease to all countries is only 128,269 tons. Surely with the magnificent supply of ore and fuel in the possession of the United States, we ought to be able to furnish enough iron for the whole world, and not be content to lean exclusively on the home market, which, however important as a rule, is, as we have lately seen, liable to desert us when we need it most. We are not forgetful of the barriers in the way to the attainment of so desirable an end. The conditions of labor, fuel and capital are undoubtedly very different here, as compared with Great Britain and other great centres of industry in Europe. These in our opinion, however, are not insuperable difficulties, and as regards the first, have been in a measure nearly equalized. The money barrier will yield to time; but over against every impediment we are not afraid to place our superabundant natural resources of both coal and ores, and the skill and intelligence of our workmen. With these combined we ought to set all competition at defiance.

Of one thing we may rest assured, that until we avail ourselves fully and intelligently of the great gifts of nature so lavishly bestowed, we must be content to hold a secondary position in this branch of the world's industry.

To revert, however, to that which practically concerns the immediate future, and ask the question that is on the lips of all interested in the iron trade, what are the prospects for 1875, from the present point of outlook? Will there be a revival of activity in the spring, or are we destined to drag along in the same dull manner that has characterized the year just closed? It is certainly a difficult as well as important question, and the answers to it would vary according to the natural disposition of every one to whom the query is ad-

dressed. The hopeful say, yes; the despondent say, no. The most experienced have been baffled, and hesitate now to express an opinion; but taking into consideration the fact, that stocks of all kinds of iron in the hands of consumers are light, and that many of our rail-roads cannot much longer postpone their purchases, we cannot but think that brighter days are not far distant, and that there must be considerable revival of activity, even if it be not enough to advance prices materially. Indeed, any attempt in this direction would be a disaster, and would be apt to check the incipient demand, besides inviting a renewal of foreign competition. It is to cheap iron we look for the inducement to capitalists to erect new buildings, finish half constructed rail-roads, and thus start anew the immense machinery directly and indirectly connected with such undertakings.

With these general remarks, we will pass to a review of the particular articles generally embraced in our reports, and coming more exclusively within our own experience.

Iron Rails.—No branch of the trade has suffered more than that devoted to the manufacture of railway iron. The panic fell on it with crushing effect, and many have had to contend not only with dull business and a continuously falling market, but have, in addition, been obliged to carry a load of dishonored railway obligations, nominally secured, it is true, but none the less burdensome. There has been no competition from abroad, as, unless it be on the Pacific coast, we are not aware that a single bar of English rail-road iron has been imported into this country during 1874. Bessemer steel rails have been frequently reported as iron, and hence some misconception on this head. Of foreign made rails in New-York, we started the year with a heavy stock, but this is now greatly reduced. The cheapness of these rails, as compared with English prices, attracted considerable trade from Canada, and in this way we estimate that some 15,000 or 16,000 tons have been taken in bond, at prices ranging from \$33 to \$42, gold.

There is still a stock of somewhere about 16,000 tons, but as most of it is tied up by litigation, the quantity actually available is reduced to a few thousand tons of various sections and makes. It is doubtful if we can longer retain the Canada business, as prices in England are now at a point that will attract the orders thither, in preference to picking up such miscellaneous parcels as are now left here. As regards the course of prices, it would serve little purpose to follow it in detail from month to month; suffice it to say, that from January onward, there has been a steady declension, as will be seen by a glance at our tables. Inquiries have not been lacking, but the larger portion have been unable to offer satisfactory security, and hence the amount of business actually accomplished has been limited. The steadily increasing demand for steel rails is also making great inroads into the manufacture of iron, and is likely to affect it still more.

We have endeavored to obtain, accurately, the production of our rail mills for 1874, but have only been partially successful. We estimate it, however, at about 440,000 tons. The following are the

quotations given monthly, and representing, as nearly as was possible at the time, the current prices :

FOREIGN IRON RAILS.

	January.	February.	March.	April.	May.	June.
1874,.....	\$56 @ \$60	\$58 @ \$60	\$55 @ \$58	\$51 @ \$54	nom.	\$50 @ \$52 gold.
1873,.....	72 @ ..	71 @ ..	71 @ ..	71 @ ..	70 @ ..	67 @ .. "
	July.	August.	September.	October.	November.	December.
1874,.....	nom.	\$48 @ \$50	\$48 @ \$50	\$48 @ \$49	\$49 @ \$50	\$49 @ \$50 gold.
1873,.....	64 @ ..	64 @ ..	63 @ ..	60 @ ..	58 @ ..	58 @ .. "

AMERICAN IRON RAILS.

	January.	February.	March.	April.	May.	June.
1874,	\$60 @ \$64	\$60 @ \$65	\$60 @ \$65	\$60 @ \$65	\$56 @ \$60	\$56 @ \$60 currency.
1873,.....	77½ @ 85	80 @ 85	80 @ 85	80 @ 85	80 @ 85	75 @ 80 "
	July.	August.	September.	October.	November.	December.
1874,.....	\$56 @ \$60	\$56 @ \$60	\$55 @ \$60	\$55 @ \$60	\$50 @ \$55	\$49 @ \$55 currency.
1873,.....	74 @ 78	74 @ 78	70 @ 74	65 @ 70	63 @ 65	60 @ 65 "

Steel Rails.—These gain steadily in popularity and demand, though, of course, suffering from the same adverse influences as iron. Prices have been materially reduced, so that the best makes can now be purchased at considerably less than the cost of iron rails two years ago. Eight establishments are devoted to this manufacture, producing the past year about 160,000 tons, and there are one or two others still in course of construction, which will increase our capacity to about 300,000 tons. Our import from abroad has almost entirely ceased, and the total at this port for the year foots up 68,529 tons, against 96,585 tons last year. With the present duty of \$25 20 per ton, our home makers are practically entrusted with a monopoly of our market, and no further import of English Bessemer rails is likely to occur until our own mills are full of work, and a decided advance in price has taken place. The following rough estimate will show the present cost here of foreign steel, taking the first cost at say

£10 15s. c. f. and i. @ \$4.90,.....	\$52 68
Duty,.....	25 20
Premium on gold @ 112½,.....	9 74

Makes cost per ton,..... \$87 62 currency,

exclusive of commissions, interest, &c. As the competition on the part of American makers is great to secure every desirable order at \$10 @ \$15 per ton below this, we may view the foreign trade in this article as for the moment extinct. The following shows the monthly quotations :

1874.	January.	February.	March.	April.	May.	June.
Foreign,...	\$108 @110	\$103@105	\$98 @100	\$95@ 97½	\$95@ 97½	\$90 @ .. gold.
American,..	108 @110	100@105	97½@100	100@102½	98@100	97½@ .. currency.
1874.	July.	August.	September.	October.	November.	December.
Foreign,...	\$90 @ ..	\$83@ 85	\$83 @ 85	\$82@ 83	\$82@ 83	\$82 @ 83 gold.
American,..	97½@ ..	90@ 95	80 @ 85	83@ 85	75@ 80	72 @ 75 currency.

Old Rails.—These have now almost entirely ceased to attract any attention as an article of commerce on the part of importers. The depressed state of the trade in new rails has, of course, proportionately reduced the call for old, but the fall in prices has been out of proportion to what has been witnessed in forge irons and other stock. The causes of this will be readily traced to the displacement of iron by steel, which has been the means of throwing on the market large quantities of old rails, utterly beyond our capacity to consume. The stock in this port is reduced to a few hundred tons, held in second hands. We append the monthly quotations:

D. H. & T.

	January.	February.	March.	April.	May.	June.
1874,.....	\$40 @ 45	\$40 @ 45	\$39 @ 45	\$38 @ 45	\$36 @ 40	\$36 @ 37 currency.
1873,.....	56 @ 58	56 @ 58	55 @ 58	52 @ 55	50 @ 52	49 @ 51 “
	July.	August.	September.	October.	November.	December.
1874,.....	\$36 @ 37	\$34 @ 37	\$31 @ 37	\$30 @ 37	\$29 @ 37	\$26½ @ 27 currency.
1873,.....	46 @ 50	46 @ 50	43 @ 46	40 @ 45	35 @ 40	38 @ 40 “

Scrap Iron.—The past year has been a trying one to all the dealers in this article. Pretty liberal stocks, carried over from last year, have been patiently held in the daily hope of a revival, which never came. The market has been handicapped by a large quantity of foreign scrap of miscellaneous character. This has been partially disposed of, and when entirely cleared off, it is expected that the trade will assume a steadier appearance. The following have been the monthly prices:

No. 1 WROUGHT.

	January.	February.	March.	April.	May.	June.
1874,.....	\$40 @ 42½	\$42 @ 44	\$40 @ 42	\$40 @ 42	\$38 @ 40	\$36 @ 38 currency.
1873,.....	57 @ 60	57 @ 60	55 @ 58	50 @ 52½	47½ @ 48	45 @ .. “
	July.	August.	September.	October.	November.	December.
1874,.....	\$36 @ 38	\$35 @ 37	\$33 @ 35	\$32 @ 33	\$30 @ 33	\$30 @ 33 currency.
1873,.....	42 @ 44	40 @ 42	38 @ 41	35 @ 40	35 @ 41	40 @ 42 “

Pig Iron.—The year has been one of great disappointment, one continuous struggle on the part of producers to keep up prices at a paying point, whilst the ground has been sliding away from beneath their feet. The market has been overladen with stock for which there was but an attenuated and fitful demand, and where necessity compelled realization, it has resulted in repeated downward surges in the price. Two years ago, when prices reached their maximum, a vast addition was made to the number of furnaces all over the country; new stacks were built and old ones refitted, with a view to reap the golden harvest. The ebb of the tide has, however, been so rapid, that many of these new concerns had barely got into blast, when the blight of misfortune fell on them. The survey is, to-day, somewhat melancholy, and no better evidence is wanted of the severity of the collapse. It is generally conceded, that prices have been pushed down below the limits of endurance, with the present

scale of wages, coal, ore and transportation, and it has been seriously discussed, whether a general blowing out would not be better than the present dead-alive condition.

That a decided reduction in the out-put was the least that should be attempted, seemed to be pretty generally conceded, but the difficulty is how so to unite the varied and conflicting interests, as to secure that unanimity of action vitally necessary to success. No cure will be found that is not radical, and that does not reach to the very heart of the question. Labor has already, and is now, bearing its full share of the burden, but there is ample room yet for reduction in ore, coal and transportation, items which will be found, on a comparison with former years, to be largely responsible for the difficulties with which we now contend. The production for the year has decreased considerably, as compared with 1873. Various estimates have been made as to the extent of this falling off, but the difficulty of getting correct statistics makes it more or less mere guess work. We think, however, that if we place the out-put at about 1,800,000 tons, we will be rather over than below the truth. Our imports of foreign pig iron show a large decrease, being 30,057 tons, against 58,214 tons last year.

In Scotch there has been a dull but steady hand to mouth business all through the year, and we have witnessed the anomaly of sales of this article week after week, at prices ranging about \$10 per ton above American, which goes far to prove that we do not yet produce here an iron which exactly serves as a substitute, notwithstanding all claims to the contrary.

We subjoin the monthly range of prices, compared with those of the previous year :

AMERICAN NO. 1.

	<i>January.</i>	<i>February.</i>	<i>March.</i>	<i>April.</i>	<i>May.</i>	<i>June.</i>
1874,.....	\$34 @ 36	\$34 @ 35	\$34 @ 35	\$34 @ 35	\$32 @ 32½	\$30 @ 32
1873,.....	49 @ 50	50 @ 51	50 @ ..	48 @ 50	44 @ 48	44 @ 45
	<i>July.</i>	<i>August.</i>	<i>September.</i>	<i>October.</i>	<i>November.</i>	<i>December.</i>
1874,.....	\$30 @ 32½	\$30 @ 31	\$29 @ 30	\$27 @ 28	\$26 @ 27	\$24 @ 25
1873,.....	43 @ ..	40 @ 42	35 @ 38	30 @ 32	30 @ 32	33 @ 34

FORGE.

	<i>January.</i>	<i>February.</i>	<i>March.</i>	<i>April.</i>	<i>May.</i>	<i>June.</i>
1874,.....	\$30 @ 31	\$27 @ 30	\$27 @ 30	\$26 @ 29	\$25 @ 28	\$24 @ 27
1873,.....	38 @ 41	40 @ 43	38 @ 42	38 @ 42	36 @ 38	34 @ 36
	<i>July.</i>	<i>August.</i>	<i>September.</i>	<i>October.</i>	<i>November.</i>	<i>December.</i>
1874,.....	\$24 @ 28	\$25 @ 27	\$25 @ 26	\$23 @ 25	\$22 @ 24	\$20 @ 23
1873,.....	30 @ 33	30 @ 33	26 @ 30	25 @ 27	21 @ 24	25 @ 28

SCOTCH NO. 1.

	<i>January.</i>	<i>February.</i>	<i>March.</i>	<i>April.</i>	<i>May.</i>	<i>June.</i>
1874,.....	\$40 @ 45	\$38 @ 43	\$35 @ 40	\$35 @ 39	\$34 @ 49	\$33 @ 39
1873,.....	55 @ 62	55 @ 62	53 @ 60	48 @ 58	46 @ 55	41 @ 47
	<i>July.</i>	<i>August.</i>	<i>September.</i>	<i>October.</i>	<i>November.</i>	<i>December.</i>
1874,.....	\$33 @ 40	\$34 @ 40	\$35 @ 42	\$37 @ 41	\$36 @ 40	\$34 @ 38
1873,.....	45 @ 52	44 @ 50	44 @ 49	38 @ 44	37 @ 43	40 @ 45

ANNUAL REVIEW OF THE HIDE TRADE OF NEW-YORK,
FOR THE YEAR 1874.

ON another page will be found our annual table of the receipts of hides at New-York for the year 1874. The aggregate, 3,195,469, it will be observed, is larger than for any year since 1848, being 724,872 more than last year, and 78,973 more than in 1871—the largest year's receipts previously known. There has been an excess of Buenos Ayres, Montevideo and Rio Grande hides over previous years, while common and domestic varieties have averaged but little more than for several years past.

At the opening of the year there was general disquietude, resulting from the panic, which had just began to be felt through all departments of trade, though there was a general hopefulness that the worst was over. Such did not prove to be the fact; retrenchment in all directions became the rule, and business was dull. Not being certain of a future demand for their productions, tanners were using great caution about putting in hides, which led to a reduced demand and weakening prices. The stocks, however, in hand were not excessive, only 76,500, but by large receipts and light sales they had increased to 150,000 by the end of February.

During the second quarter there was a better demand, consequent upon the opening up of a European market for American leather, which, though promising well, was not then looked upon as more than a temporary affair. But the fruits of the Vienna Exposition were beginning to show themselves, and more particularly the endeavors of several prominent American tanners to induce English and Continental dealers to place American leather on their markets. The demand has continued steadily to increase up to the present time, and bids fair to become permanent, but to supply these markets a superior quality must be manufactured; so, too, with our own market—there must be better leather made.

Then the tanners began to realize the necessity of having a better selection of hides, and it became apparent that something must be done besides talking. They had been putting up with the refuse hides of South America, after European markets had been served with the choice, and to their remonstrances they received promises that the matter would be represented to the shippers; it ended in promises, so far as getting better hides was concerned. As no redress could be obtained in this direction, tanners turned their attention to the common and domestic varieties, which were to be had at a lower figure, and were less objectionable on the score of damage. Since the middle of the year these hides have sold readily at steady prices, while the others have declined in price and met with only

moderate sales. So long as inferior hides are sent here from South America, the shippers need not expect to obtain first-class prices for them. Even when civil war in the Argentine Confederation broke out, and there was a probability of reduced shipments, it was impossible to get up any excitement in this market; prices could not be pushed up, and stocks steadily accumulated, averaging about 200,000 for several months past, and up to the close of the year, when the amount was 235,000, two-thirds of which were South American. It is evident that these hides must have better attention, both in the selection and taking off, as well as the curing, if they are to rank as first-class in the future.

The tanners of the country have been awakened to a knowledge of their rights, and East and West they are combining to resist the demands of the hide dealers. Conventions have been held, and a large portion of them have resolved to demand that attention shall be paid to their grievances, and that some part of the load shall be lifted from their shoulders.

Hide dealers, however—and we have no doubt of the truthfulness of their statements—claim that they have made no money the past year. Then they have paid too much for their hides, and should look to those of whom they buy for redress, for it is certain that the tanners cannot afford to help them out.

Prices have gradually declined throughout the year. Occasional halts have been made and figures advanced a trifle, but only temporarily. On January 3d, 1874, Buenos Ayres hides sold at $26\frac{1}{2}$ @ $27\frac{1}{4}$ cents, gold at $110\frac{3}{8}$; July 1st they were 25 @ 27 cents, gold at $111\frac{1}{4}$; and at the close of the year they were quoted at 24 @ 26 cents, gold $112\frac{3}{8}$.

The new year opens with scarcely better prospects as to demand, a heavy stock on hand and falling prices. The dealers are called on for better hides and a more careful selection, and the tanners are beginning to realize the benefits of association, in order to compel that regard to their wants which has been so long ignored.

Now let the hide dealers place the onus where it belongs, and force the shippers to demand of the slaughterers more care in the taking off of hides; above all, let there be some effort made to prevent branding, or, at least, to have it done where it will be least objectionable in the hide. The time has come for a change, and we would recommend that the hide dealers and importers unite in instituting such improvements as are possible, and persevere until we have better, much better, hides.

Slaughter hides have ruled very steady throughout the year, the variation being only about one cent per pound, closing at the highest price of the year. As there is much better opportunity for selection, and as the cleanest hides bring the best price, there is more inducement for care in taking off and assorting.

Should the European demand for our leather continue, as in all probability it will, there will be a market for all the good hides that the country produces here at home, and the supply promises to be large, while prices need go no lower than the average depreciation in all other articles of commerce.

EXPORTS OF HIDES FROM NEW-YORK DURING THE YEAR 1874.

<i>Destination.</i>	<i>Quantity.</i>		<i>Value.</i>
Antwerp,.....	10	bales,..	.. \$179,471
Antwerp,.....	12,471	bdls.,..	
Antwerp,.....	13,448	pkgs.,..	
Bremen,.....	1	case,..	.. 9,490
Bremen,.....	100	bdls.,..	
Bremen,.....	684	pkgs.,..	
Bremen,.....	294	bales,..	
British North American Colonies,.....	802	bdls.,..	.. 11,368
British North American Colonies,.....	1,151	pkgs.,..	
British West Indies,.....	1	case,..	.. 212
British West Indies,.....	8	bdls.,..	
Cronstadt,.....	150	pkgs.,..	.. 1,170
Genoa,.....	124	bales,..	.. 7,455
Genoa,.....	474	pkgs.,..	
Glasgow,.....	2,229	bdls.,..	.. 13,865
Hamburg,.....	203	bales,..	.. 284,634
Hamburg,.....	21,279	bdls.,..	
Hamburg,.....	20,006	pkgs.,..	
Hamburg,.....	2	cases,..	
Havre,.....	28	bales,..	.. 654,735
Havre,.....	11,883	.....
Havre,.....	1	case,..	
Havre,.....	619	rolls,..	
Havre,.....	68,964	bdls.,..	
Havre,.....	11,875	pkgs.,..	.. 575,919
Liverpool,.....	408	bales,..	
Liverpool,.....	52,774	bdls.,..	
Liverpool,.....	22,802	pkgs.,..	
Liverpool,.....	3,699 119,569
London,.....	467	bales,..	
London,.....	5,170	bdls.,..	
London,.....	2,588	pkgs.,..	
London,.....	1,138 1,600
Malta,.....	350	.....
Marseilles,.....	350	bdls.,..	.. 16,602
Marseilles,.....	1,615	pkgs.,..	
New-Zealand,.....	4	cases,..	.. 612
Porto Rico,.....	4	boxes,..	.. 264
Rotterdam,.....	5	casks,..	.. 73,375
Rotterdam,.....	6,009	bdls.,..	
Rotterdam,.....	2,732	pkgs.,..	
Rotterdam,.....	1,271	.....

Total exports, 1,534 bales, 170,156 bundles, 4 boxes, 9 cases, 5 casks,
77,525 packages, 619 rolls and 18,341 hides, at a valuation of \$1,950,341

EXPORTS OF SKINS FROM NEW-YORK DURING THE YEAR 1874.

<i>Destination.</i>	<i>Quantity.</i>		<i>Value.</i>
Bremen,.....	327	bales,..	.. \$115,500
Bremen,.....	10	bbls.,..	
Bremen,.....	1	case,..	
Bremen,.....	2	tierces,	
Breinen,.....	20	casks,..	.. 28,088
Canada,.....	36	cases,..	
Canada,.....	5,000	pkgs.,..	

<i>Destination.</i>	<i>Quantity.</i>		<i>Value.</i>
Glasgow,.....	1	case,..	.. \$155
Hamburg,	5	cases,..	.. 214,432
Hamburg,	385	bales,..	
Hamburg,	225	pkgs.,..	
Havre,.....	134	bales,..	.. 24,717
Havre,	18	cases,..	
Havre,	1,607	bdls.,..	
Liverpool,.....	144	bales,..	.. 1,137,610
Liverpool,	2,101	casks,.	
Liverpool,	27	cases,..	
Liverpool,	6	bbbs.,..	
Liverpool,	104	bdls.,..	
Liverpool,	53	pkgs.,..	.. 84,586
London,	187	bales,..	
London,	112	casks,.	
London,	5	bbbs....	.. 500
London,	16	pkgs.,..	
Marseilles,	2	cases,..	.. 630
Rotterdam,	5	bbbs.,..	..

Total exports, 1,177 bales, 26 barrels, 1,711 bundles, 90 cases, 2,233
casks, 5,294 packages and 2 tierces, at a valuation of..... \$1,606,218

Statement exhibiting the Receipts of Hides at New-York for each month during the Year 1874.

FOREIGN.

	Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total, 1874.	Total, 1873.
African,.....	....	....	6,266	....	....	....	....	4,300	....	1,080	....	....	11,646	38,949
Brazil,.....	....	78	....	....	....	200	200	....	697	....	....	....	1,175	1,363
Buenos Ayres,.....	39,400	69,111	32,112	59,327	18,052	44,518	51,236	27,397	49,771	79,049	38,804	96,236	599,013	268,770
Central American, ..	21,575	21,390	9,560	20,650	13,852	19,415	18,627	13,209	27,344	31,803	32,625	14,492	244,542	144,580
European ports,.....	7,089	17,448	192	....	....	4,650	9,732	2,212	518	1,000	....	1,028	43,869	14,303
East India, loose,.....	....	....	....	104	....	339	....	....	....	....	....	....	443	8,840
Mexican,.....	6,444	8,203	7,223	7,559	10,282	18,243	15,246	7,011	19,405	11,640	8,353	12,327	131,936	76,529
Montevideo,.....	57,204	37,417	49,405	16,023	84,013	13,179	31,082	29,888	69,201	....	56,580	56,375	500,357	327,488
Orinoco,.....	18,583	2,640	....	....	....	....	....	218	9,529	....	7,640	....	38,610	8,509
Rio Grande,	15,351	....	28,744	39,970	22,234	15,268	26,030	10,732	9,316	5,912	15,669	11,082	200,303	132,458
Spanish Main,.....	6,999	7,799	6,994	....	7,453	741	14,809	5,162	12,024	2,291	6,411	11,639	82,325	75,337
West Indies,.....	1,230	219	3,935	1,551	11,754	11,706	442	....	....	14,800	1,122	620	47,379	8,550
Sundry foreign,.....	53	....	....	....	....	1,996	....	....	25	....	....	....	2,074	3,005
Total foreign,	173,928	164,305	144,431	144,184	167,630	130,258	167,404	100,129	197,830	147,575	167,204	203,799	1,903,677	1,108,681

DOMESTIC.

California,.....	....	1,487	....	13,092	....	....	11,510	3,536	4,062	....	19,936	7,986	61,609	81,411
New-Orleans,.....	50,535	2,342	43,531	28,727	22,780	31,356	19,297	21,851	23,043	14,058	21,183	22,501	301,214	528,980
Southern,	10,339	31,640	3,865	7,207	3,023	4,763	2,758	3,975	4,503	6,679	9,154	10,988	98,894	33,446
Texas,.....	45,489	....	66,458	47,897	26,416	24,927	22,981	21,248	28,615	23,593	28,967	47,776	384,367	551,638
By rail-road,.....	27,554	30,232	40,987	40,129	15,220	22,459	24,652	19,178	25,603	36,190	18,049	53,345	353,598	164,604
Sundry domestic,.....	160	....	....	4,843	2,072	5,527	5,767	7,699	6,217	12,646	30,382	16,797	92,110	2,837
Total domestic,.....	134,077	65,701	154,851	141,895	69,511	89,032	86,965	77,487	92,043	93,166	127,671	159,393	1,291,792	1,362,916
Total foreign and domestic, ..	308,005	230,006	299,282	286,079	237,141	219,290	254,369	177,616	289,873	240,741	294,875	363,192	3,195,469	2,471,597

CALCUTTA.

Bales,	671	612	248	630	354	412	474	541	692	438	85	5,157	4,770
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ANNUAL REVIEW OF THE LEATHER TRADE OF NEW-YORK,

FOR THE YEAR 1874.

Sole Leather.—The year has passed with scarcely any fluctuations in price throughout, the opening and closing quotations showing scarcely a fraction difference in the favorite weights and best tannages. The receipts were a little above the average of the previous two years, and had it not been for an unexpectedly large European demand, our market would have been overstocked with unsalable varieties. A scarcity of sole leather, both in England and Germany, was developed early in the year, and the shipments that were ventured upon by our dealers proving generally satisfactory, more, however, in the way of relieving this market of its surplus than in direct pecuniary profits, a demand was created abroad, which resulted, toward the close of the year, in selling leather direct to foreign dealers, in place of sending it on consignments at the owner's risk, as had been the previous practice. The exports of sole leather from New-York, Boston and Philadelphia, for the past year, reached the unprecedented value of four and a half millions of dollars. This has afforded relief to our market, and tended to keep the stocks within control, enabling tanners to maintain the prices steadily throughout.

Another notable fact which is observed in the sole leather trade, is the improvement made in the quality, which has been brought about by the growing tendency on the part of shoe manufacturers and buyers, to produce a better grade of goods. The shoddy era, which had its origin in the late war, has finally been outgrown, and this, with the desire to compete in the European markets, has caused our tanners to use their best exertions to meet the present requirements. The depression in the shoe trade throughout the year, with the almost universal practice of making up no more goods than were ordered, caused manufacturers to adopt the same policy in buying their stock, and so the sales have been confined to small lots at a time, giving the market an apparently dull appearance, and preventing any thing like speculation.

The year opens with favorable prospects, and, though the same mode of buying will be pursued by manufacturers, there is evidence that the wants of the shoe trade will be larger than in the past year, as the country has been pretty well cleared of stock.

An important advance has taken place in the tanning interest, consequent upon the demand for better leather from all quarters. For several years the tanners have been protesting against the undue proportion of damaged hides imported to this country, and strong representations have been made to the importers for a more careful

selection. Promises were made, but, for some reason, the hides continued unsatisfactory. Finding that individual remonstrances were of no avail, the question was brought up by the Tanners' Association of Pennsylvania, and resolutions passed, which were afterward responded to by the Vermont Tanners' Association, and that of Northern and Central New-York. Later, the tanners of the West held a convention in Chicago, and formed an association where the question was fully discussed, and it now looks as if some united action would be taken, in the future, by the tanners of the whole country. Meanwhile, the trade have turned their attention largely to the purchase of domestic and the common sorts of foreign hides, letting the South American severely alone, so much so that the stocks of these have accumulated largely on the hands of importers, even at a considerable reduction in price.

Under all these circumstances, we consider that the leather interest for the coming year promises better than for several years past.

Finished Upper.—The business of the year has not been so satisfactory as previous ones, though in the aggregate there has been as much sold. But the same disinclination on the part of purchasers to anticipate their wants has given the business an appearance of dragging. Prices have ruled fairly steady for good leather, though for inferior tannages they have had but little firmness and varied considerably.

Rough Leather.—There has been a less satisfactory business done in this department than in almost any other, and, while stocks have generally ruled ample, only the best tannages were able to hold their own, inferior and unseasonable lots selling at the best figures that could be made.

Finished Calfskins.—For foreign varieties the market has been quiet throughout, the high pretensions of the foreign holders and the claims of scarcity keeping the price above the views of buyers here, who purchased only as they were forced to, and then only in small lots. The result has been to turn more attention to American finished skins, which have been in better request, especially those of superior tannage and finish, which have sold to a larger amount than in previous years, the price being comparatively in favor of consumers.

Morocco.—The dealers in this stock have had a hard year. Between the light demands of shoe manufacturers and the exorbitant prices of raw stock, they have found but little profit in their business. The future prospects, though a little more promising, are not such as to give much encouragement for increased production.

EXPORTS OF LEATHER FROM NEW-YORK DURING THE YEAR 1874.

<i>Destination.</i>	<i>Quantity.</i>	<i>Value.</i>
Africa,.....	1 case,.....	.. \$650
Antwerp,.....	100 bales,.....	.. 55,657
Antwerp,.....	19 pkgs.,.....	
Antwerp,.....	1,201 cases,.....	
Argentine Republic,.....	1 case,.....	.. 120
Brazil,.....	24 cases,.....	.. 3,603
Bremen,.....	1,951 bales,.....	.. 369,264
Bremen,.....	3,008 rolls,.....	
Bremen,.....	259 pkgs.,.....	
Bremen,.....	21 bdls.,.....	
Bremen,.....	4 cases,.....	.. 28,611
Bristol,.....	124 bales,.....	
Bristol,.....	42 rolls,.....	
Bristol,.....	342 bdls.,.....	.. 5,121
British Australia,.....	18 cases,.....	
British Guiana,.....	28 rolls,.....	.. 1,412
British Guiana,.....	3 bdls.,.....	
British Honduras,.....	16 rolls,.....	.. 945
British North American Colonies,.....	326 bales,.....	.. 41,170
British North American Colonies,.....	5,516 sides,.....	
British North American Colonies,.....	104 rolls,.....	
British North American Colonies,.....	3 cases,.....	
British North American Colonies,.....	7 bdls.,.....	.. 6,025
British North American Colonies,.....	1 box,.....	
British West Indies,.....	11 cases,.....	.. 4,815
British West Indies,.....	82 rolls,.....	
British West Indies,.....	49 sides,.....	
British West Indies,.....	2 pkgs.,.....	
British West Indies,.....	3 bales,.....	.. 6,500
Canada,.....	818 sides,.....	.. 124
Cardiff,.....	66 bales,.....	.. 1,435
China,.....	1 case,.....	
China,.....	5 bales,.....	
China,.....	13 rolls,.....	.. 39,722
Cuba,.....	126 cases,.....	
Cuba,.....	6 rolls,.....	
Cuba,.....	24 pkgs.,.....	
Cuba,.....	4 casks,.....	.. 3,590
Cuba,.....	15 bales,.....	
Danish West Indies,.....	3 sides,.....	.. 9,458
Danish West Indies,.....	5 cases,.....	
Danish West Indies,.....	52 rolls,.....	
Danish West Indies,.....	7 bales,.....	
Danish West Indies,.....	460 bdls.,.....	.. 67,450
Dutch West Indies,.....	169 rolls,.....	
Dutch West Indies,.....	4 pkgs.,.....	.. 957,967
Dutch West Indies,.....	1 box,.....	
Glasgow,.....	208 bales,.....	.. 67,450
Glasgow,.....	187 rolls,.....	
Glasgow,.....	170 sides,.....	
Glasgow,.....	47 cases,.....	
Glasgow,.....	2 bdls.,.....	.. 957,967
Glasgow,.....	3,724 bags,.....	
Hamburg,.....	5,373 bales,.....	.. 957,967
Hamburg,.....	48,693 sides,.....	
Hamburg,.....	849 rolls,.....	
Hamburg,.....	21 cases,.....	.. 957,967
Hamburg,.....	201 bdls.,.....	

<i>Destination.</i>	<i>Quantity.</i>	<i>Value.</i>
Havre,.....	4,056 bdls.,.....	.. \$17,609
Havre,.....	11 cases,.....	
Havre,.....	19 pkgs.,.....	
Havre,.....	34 bdls.,.....	
Hayti,.....	7 cases,.....	.. 1,624
Hayti,.....	8 boxes,.....	
Leghorn,.....	8 bales,.....	.. 700
Lisbon,.....	2 bales,.....	.. 831
Lisbon,.....	1 case,.....	
Liverpool,.....	23,077 bales,.....	.. 1,653,193
Liverpool,.....	140 cases,.....	
Liverpool,.....	922 rolls,.....	
Liverpool,.....	1,081 bdls.,.....	
Liverpool,.....	488 pkgs.,.....	
Liverpool,.....	1,853 sides,.....	
London,.....	1,014 bales,.....	.. 120,771
London,.....	754 rolls,.....	
London,.....	19 cases,.....	
London,.....	86 pkgs.,.....	
London,.....	348 bdls.,.....	
London,.....	286 bags,.....	
Mexico,.....	9 rolls,.....	.. 1,941
Mexico,.....	6 cases,.....	
Mexico,.....	2 bales,.....	
Mexico,.....	2 bdls.,.....	
Mexico,.....	1 pkg.,.....	.. 9,297
New-Grenada,.....	343 rolls,.....	
New-Grenada,.....	3 cases,.....	
New-Grenada,.....	34 bales,.....	.. 241
New-Zealand,.....	1 case,.....	.. 241
Peru,.....	1 case,.....	.. 1,772
Peru,.....	1 bale,.....	
Porto Rico,.....	17 cases,.....	.. 53,876
Porto Rico,.....	1 roll,.....	
Porto Rico,.....	1 bdl.,.....	
Porto Rico,.....	4 boxes,.....	
Rotterdam,.....	890 bales,.....	.. 1,500
Rotterdam,.....	17 rolls,.....	
Rotterdam,.....	401 pkgs.,.....	
Rotterdam,.....	1,439 sides,.....	
Stettin,.....	20 rolls,.....	.. 1,713
Venezuela,.....	2 boxes,.....	
Venezuela,.....	1 bale,.....	
Venezuela,.....	3 cases,.....	

Total exports, 4,010 bags, 33,207 bales, 6,558 bdls., 16 boxes, 1,672 cases, 4 casks, 1,308 pkgs., 6,622 rolls and 58,541 sides, at a valuation of..... \$3,468,948

Statement exhibiting the Receipts of Domestic Sole Leather by the several Rail-Roads and Lines of Steamers at New-York for each month during the Year 1874.

<i>By</i>	<i>Jan.</i>	<i>Feb.</i>	<i>March.</i>	<i>April.</i>	<i>May.</i>	<i>June.</i>	<i>July.</i>	<i>Aug.</i>	<i>Sept.</i>	<i>Oct.</i>	<i>Nov.</i>	<i>Dec.</i>	<i>Total.</i>
Erie Rail-Road,.....	89,837	104,663	126,968	91,459	81,460	103,899	89,805	88,098	97,993	73,634	93,165	99,826	1,140,807
Hudson River Rail-Road,.....	58,634	59,738	79,567	57,674	65,649	77,653	55,318	58,176	68,213	50,087	53,608	75,043	759,360
Del., Lackawanna and West. R. R.,..	38,840	35,290	32,733	81,384	32,507	57,942	44,191	42,861	55,207	38,813	47,938	47,575	505,281
New-Jersey Central Rail-Road,.....	15,510	26,757	28,238	21,916	26,445	34,026	22,304	25,343	29,303	27,446	19,700	27,084	304,072
Pennsylvania Rail-Road,	12,430	10,883	16,983	9,683	12,905	11,131	13,041	10,033	19,531	18,884	14,921	19,238	169,663
Camden and Amboy Rail-Road,.....	....	576	5,337	5,174	1,716	3,027	1,906	2,213	1,917	3,459	2,681	1,113	29,119
Morris and Essex Rail-Road,.....	510	1,458	386	3,882	....	....	....	....	1,047	....	....	2,812	10,095
Midland Rail-Road,.....	....	....	....	1,320	....	....	....	....	....	....	....	....	1,320
Empire and Allentown Line,.....	16,486	29,913	36,612	22,282	29,625	36,738	22,466	25,959	47,666	40,097	24,564	38,475	370,883
Baltimore Inland Line,.....	14,100	10,210	19,700	11,310	17,040	19,120	13,395	15,010	24,950	15,870	15,010	25,820	201,535
Stonington Line,	4,463	1,255	3,259	3,260	3,380	4,870	2,493	2,401	3,510	2,297	2,230	2,433	35,851
National and Black Star Line,.....	3,340	1,320	1,250	2,110	1,200	6,720	1,500	1,610	1,440	1,560	4,020	1,210	27,280
Old Dominion Line,.....	150	....	860	420	560	420	220	....	390	360	....	220	3,600
Fall River Line,.....	....	....	....	....	....	....	....	50	....	120	....	....	170
Little Falls Line,.....	....	....	....	....	....	200	....	400	....	....	....	....	600
Philadelphia Dispatch Line,.....	....	....	....	....	....	....	....	120	....	....	....	....	120
San Francisco Steamers,.....	1,440	1,190	1,400	....	....	....	....	130	700	....	....	....	4,860
Galveston Steamers,.....	....	60	....	....	....	70	230	....	....	....	....	....	360
New-Orleans Steamers,.....	....	....	....	210	190	....	300	190	150	410	....	80	1,530
Charleston Steamers,.....	60	239	40	50	70	90	420	730	720	200	560	120	3,299
Savannah Steamers,.....	180	710	200	....	770	500	190	940	260	90	320	310	4,470
Norfolk Steamers,.....	170	760	370	190	350	580	260	240	350	100	260	400	4,030
Wilmington Steamers,.....	....	....	80	....	....	....	....	....	....	....	....	....	80
Baltimore Steamers,.....	....	100	680	....	....	....	....	....	....	....	....	....	780
Philadelphia Steamers,.....	....	630	1,780	220	....	....	....	....	....	....	....	....	2,630
North River Boats,.....	....	....	590	3,677	3,190	4,608	2,587	2,038	780	2,960	1,960	1,803	24,193
Bridgeport Boats,.....	203	102	288	....	158	210	....	....	....	....	....	....	1,162
New-Haven Boats,.....	209	285	346	540	130	....	....	....	....	109	....	....	1,618
Newburgh Barges,.....	....	....	21,174	26,183	26,380	21,990	24,145	18,137	24,643	21,373	17,208	11,957	213,190
Total by months, 1874,	256,562	286,139	378,841	292,944	303,725	383,794	294,972	291,679	378,770	297,868	298,145	355,519	3,821,958
Total by months, 1873,	238,374	263,538	240,918	284,497	234,914	249,031	282,194	215,944	321,404	317,443	252,782	280,725	3,181,764

ANNUAL REVIEW OF THE BOOT AND SHOE TRADE OF NEW-YORK,
FOR THE YEAR 1874.

THE year opened with an uncertain feeling regarding the future trade, and our large wholesale and jobbing houses were undecided as to the wants of their customers. With this view they ordered from the manufacturers only such amounts as they felt certain would be required, leaving future orders contingent upon the developments of the trade. This course left, as it might be expressed, an open question between the trade here and the manufacturers. There was a general determination to sell only to the most reliable parties, and only such amounts of goods as they were assured could be disposed of. In fact, purchasers were not pressed to buy goods beyond their actual requirements, and were advised to limit their orders to the smallest amount which they could get along with. Credits were looked carefully into, and those whose record was not up to the mark were not given any more than enough to supply their present wants. Knowing this fact, many who had been in the habit of making the principal part of their purchases in this market, staid away until they could liquidate their liabilities. The consequence was that the business done was on a solid basis, and no goods were sold except to reliable parties.

The South had had a profitable year with their produce, and thus were enabled to square accounts much better than any other section, and therefore the largest portion of the New-York trade went there, but more especially to the Southwest. Collections came in fairly from those sections, and the demand for goods was correspondingly active.

The jobbers prepared samples and stocks for a good trade, but waited long for customers, who at last came, but, following the general course of buying only for present wants, trade seemed to drag more than ever before known. Collections, however, came in fairly, and later in the season more pressure was made to sell goods.

A matter worthy of remark was the fact, that the goods offered were, in almost all cases, of better stock and more careful manufacture than had ever before been offered, and, while prices were kept at about the former average, the goods were of a better quality throughout, and, in fact, were cheaper than in the previous year.

In both the above departments the business of the year has been generally satisfactory, and came fully up to the anticipations of the dealers, while in the aggregate there has been a falling off of from 20 to 25 per cent. in the amount of business done. Some houses have sold fully as many goods as in the previous year, while the majority have fallen below.

The city manufacturers commenced the year under most favorable auspices; the panic of the previous year had not, seemingly, affected them to any extent, their orders having been considerably ahead of the previous year. This continued through the spring and summer trade, and the fall opened fair, but soon after the orders began to fall off, and it was only through strenuous exertions that the season was carried to a termination, though but few were able to keep their full force of hands employed up to the holidays. The dullness of the city retail trade, which is generally the last to order, interfered considerably with the closing weeks of their season. On an average, however, the city manufacturers of fine goods have had a fair business, and produced as many goods as in the previous year. Their collections were satisfactory until near the close of the year, when they became more dilatory. On the whole, the business of the year has been more satisfactory to the leading manufacturers than they had reason to anticipate.

The auction line has been fully as good, and in several of the more prominent houses more so than had been expected, so far as the amount of goods sold was concerned, but in the matter of prices there has not been so much satisfaction. Buyers were not disposed to pay full prices for goods, thinking that the exigencies of the sellers would force them to part with their property at almost any price they could obtain. In many cases this was the fact, but for staple goods very little allowance was made, and these generally brought fair prices. The season, however, was short, and, after the outside buyers had returned from the market, the city and near-by trade had it all to themselves, when they forced prices down to the lowest limit. Cash buyers, however, throughout the season, patronized the auctions largely, and realized good bargains in boots and shoes suitable to their trade.

As a whole, the boot and shoe market of New-York for the year 1874 has been carefully conducted, and though probably only seventy-five, or at most eighty, per cent. of the amount of the business of 1873 has been done, it has been on a better basis, and, on the whole, more satisfactory as to ultimate returns. Although many and extensive failures were prognosticated early in the year, the result has proved to the contrary, and the year closes with less doubtful credits outstanding than has been the case for many years previous; credits have been more carefully scanned, business has been placed on a better basis, and the future promises better results in every way than the past.

EXPORTS OF BOOTS AND SHOES FROM NEW-YORK DURING THE YEAR 1874.

<i>Destination.</i>	<i>Quantity.</i>	<i>Value.</i>
Africa,.....	60 cases,	\$3,967
Brazil,.....	32 cases,	2,207
British Honduras,.....	258 cases,	18,579
British West Indies,.....	592 cases,	41,518
Central America,.....	364 cases,	17,313
Cuba,.....	4 cases,	367
Danish West Indies,.....	46 cases,	3,520

<i>Destination.</i>	<i>Quantity.</i>	<i>Value.</i>
Dutch West Indies,	101 cases,	\$6,686
Hayti,	1,092 cases,	80,323
Hayti,	8 boxes,	
London,	7 cases,	3,000
Mexico,	5 cases,	357
New-Grenada,	219 cases,	13,250
New-Grenada,	5 boxes,	
New-Zealand,	3 boxes,	431
New-Zealand,	15 cases,	
Peru,	5 cases,	7,125
Peru,	100 boxes,	
Porto Rico,	54 cases,	3,452
Venezuela,	8 cases,	498
Total exports, 2,862 cases and 116 boxes, at a valuation of...		\$202,593

COTTON CROP OF THE UNITED STATES.

ANNUAL REVIEW FOR THE YEAR ENDING SEPTEMBER 1, 1874.

THE following is a review of the cotton crop of the United States for the year ending September 1, 1874. It will be seen that the total crop this year reaches 4,170,388 bales, while the exports are 2,840,981 bales, and the spinners' takings 1,305,943 bales, leaving a stock on hand at the close of the year of 108,152 bales. The tables which follow show the whole movement for the twelve months. The first table indicates the stock at each port, September 1, of 1874 and 1873, the receipts at the ports for each of the last two years, and the export movement for the past year (1873-4) in detail, and the totals for 1872-73.

PORTS.	RECEIPTS YEAR ENDING		EXPORTS, YEAR ENDING SEPT. 1, 1874.				STOCK.	
	Sept. 1, 1874.	Sept. 1, 1873.	Great Britain.	France.	Other foreign.	Total.	Sept. 1, 1874.	Sept. 1, 1873.
Louisiana,	1,221,698	1,240,384	632,420	249,980	263,914	1,147,314	15,959	7,177
Alabama,	299,578	332,457	84,714	7,245	40,408	132,367	3,902	5,802
South Carolina, ..	438,194	374,476	166,322	39,667	41,877	247,866	4,150	4,123
Georgia,	625,857	614,039	238,786	42,588	148,197	429,571	4,579	1,224
Texas,	389,045	342,450	202,420	22,578	49,385	274,383	4,505	4,889
Florida,	14,185	14,068	35	....	800	835	....	....
North Carolina, ..	57,895	61,576	5,965	....	368	6,333	232	289
Virginia,	505,876	433,583	14,375	....	6,346	20,721	2,293	1,602
New-York,	200,639*	165,605*	446,354	8,728	30,514	485,596	56,043	47,746
Boston,	24,630*	26,875*	25,110	...	289	25,399	8,000	9,500
Philadelphia, ...	16,404*	21,209*	24,461	....	3,787	28,248	6,545	7,250
Baltimore,	6,431*	17,663*	25,168	65	16,295	41,523	1,944	1,387
Portland,	3,758*	5,961*	352	....	....	352	....	....
San Francisco, ..	....	....	454	14	....	468	....	....
Total this year,	3,804,290	....	1,867,936	370,865	602,180	2,840,981	108,152	....
" last year,	....	3,651,346	1,905,566	252,903	521,517	2,679,986	....	90,989

By the above it will be seen that the *total receipts at the Atlantic and Gulf shipping ports* this year have been 3,804,290 bales, against 3,651,346 bales last year. If now we add the shipments from Tennessee and elsewhere direct to manufacturers, we have the following as the crop statement for the two years:

	YEAR ENDING SEPT. 1.	
	1873-74.	1872-73.
Receipts at the shipping ports,	3,804,290	3,651,346
Add shipments from Tennessee, &c., direct to manufacturers,	237,572	141,500
Total,	4,041,862	3,792,846
Manufactured South, not included in above, ...	128,526	137,662
Total cotton crop for the year,	4,170,388	3,930,508

* These figures are only the portion of the receipts at these ports which arrive overland from Tennessee, &c. The total receipts at New-York, Baltimore, Boston and Philadelphia for the year ending August 31, 1874, are given in a subsequent part of this report.

The result of these figures is a total of 4,170,388 bales, as the crop of the United States for the year ending August 31, 1874.

Overland and Inter-State Movement.—In presenting our figures of the movement overland for the past year, we do not think it necessary to occupy space in giving the extensive details which we have heretofore furnished in this report. Our readers are so familiar with our plan of procedure, that little more than results are necessary. And yet we cannot forbear to remark, that the work of obtaining accurately the shipments of cotton by rail is becoming, each year, increasingly difficult. It is, of course, very easy to learn that a certain number of bales have passed over a certain road, but, to make it evident, on the one hand, that they are not, in some cases, reshipments once counted, and on the other that the inquiry has been extended so as to include every bale, requires, each succeeding September, detailed figures from roads not previously found necessary. A moment's glance at any recent rail-road map, with all its lines interlocking one another, showing routes to every conceivable point of the compass, can but suggest to any mind the peculiar difficulties of the situation as it now presents itself. Still, the plan we adopted at first, of leaving nothing in these annual crop reports for estimate, we propose to follow out, literally, and we this year present figures upon which our friends can rest with the utmost confidence.

There is, however, another disturbing feature, which is constantly increasing in importance, and that is, the movement inland by rail from very many of the outports, of cotton which has been once counted as port receipts. It has not been possible, hitherto, to follow these shipments, in all cases, to their destination. For instance, a rail-road at Charleston takes some cotton for the North; none of the public returns give its route or even note its shipment. It may be, in this case, a very small item; but there is a tendency for freight to seek rail-roads. A road being built and equipped, business must be done; hence, finally, rates of freight are almost of necessity so adjusted as to permit the rail route to compete with the water route. It is thus that so considerable an overland movement has been in progress the last two years at Mobile, and the same is becoming more or less of a feature at many other points. It can be readily seen that every bale which has thus left a shipping port must be deducted somewhere, or it will be twice counted. When it first reaches an outport, it at once has become a part of the net receipts, so that when it appears again, it will add to the gross arrivals, but nothing to the crop. This is equally true whether it passes to the North all the way by rail-road, or whether it goes *via* Norfolk, or any other port, or whether it simply enters into Southern consumption. It has become a part of the crop at the first outport it appeared. Of course there are certain portions of these reshipments which are deducted in the weekly figures; but in revising the movement for the year, and obtaining the proper returns for detecting inaccuracies, we find some small corrections to be made. As usual, we have deducted, at New-Orleans, (107,138 bales,) and at

Charleston, (3,917 bales,) the rail movement from Mobile, and also, for the first time, have taken from Savannah, (21,508 bales,) the movement by rail from the same port; last year's arrivals at Savannah by rail from Mobile having been deducted in the overland movement figures. As to the balance of the reshipments inland from Mobile and all other outports, (7,549 bales,) they will be found deducted below as usual.

Another idea which has suggested itself, after an examination of the mass of returns obtained this year, and that is, whether a somewhat different form of making up the crop report might not with advantage be adopted. We think our position would enable us to give quite accurately the crop of each State—that is, to divide up the receipts at each outport among the States where it is grown. As an instance of the advantage which would thus accrue, take the Florida cotton for illustration; we are persuaded that very little information exists in the minds of the trade with regard to the actual yearly production of that State. We have found it of some importance to acquire knowledge on that point as influencing the question of probable yield in making estimates of our total crop. Much more is grown there each season than it has credit for. This year, if the system suggested were pursued, there are about 614 bales of Sea Island, and very nearly 19,000 bales of Upland counted in the Savannah receipts which thus came by rail-road from Florida, and would, in that case, have been deducted from Savannah and added to Florida; not to mention other cotton Florida is entitled to which also appears elsewhere. There would, however, be an objection to adopting the plan growing out of the fact, that comparisons with previous years would be made with difficulty as to some ports, and we have, therefore, for this year at least, continued the old system.

The following statement exhibits the movement overland for the year ending September 1st, 1874:

Shipments for the year from St. Louis,.....bales,	92,196
Carried North over Illinois Central Rail-Road from Cairo, &c.,.....	4,600
“ “ Cairo and Vincennes Rail-Road,.....	18,783
“ over the Mississippi River above St. Louis,.....	6,148
“ North over St. Louis and Southeastern less deductions,.....	6,604
“ “ Evansville and Crawfordsville, less re-shipments,....	27,749
“ “ Jeffersonville, Madison and Indianapolis R. R.,.....	134,097
“ “ Ohio and Mississippi Branch,.....	82,630
Shipped through Cincinnati by Louisville, Cincinnati and Lexington R. R.,	31,775
Receipts at Cincinnati by Ohio River,.....	71,501
Shipped to mills adjacent to river and to points above Cincinnati,.....	21,000
<hr/>	
Total carried overland,	497,083
Deduct receipts overland at New-York, Boston, Philadelphia, &c., 251,962	
Deduct shipments from Mobile and other outports by	
rail,.....	140,112
Less deducted at New-Orleans,.....	107,138
“ “ Savannah,....	21,508
“ “ Charleston,	3,917
	132,563
	7,549
<hr/>	
Total to deduct,.....	259,511
<hr/>	
Leaving the direct overland movement not elsewhere counted,,.....	237,572

According to the above, the movement direct to manufacturers this year reaches 237,572 bales. This is undoubtedly somewhat larger than it would have been were it not that the Southern spring floods forced some cotton over Northern routes, which would otherwise have passed through a Southern port. We now give the details of the crop for the two years:

LOUISIANA.

	1873—74.		1872—73.	
Exported from New-Orleans :				
To foreign ports,.....bales,	1,147,314		1,177,058	
To coastwise ports,.....	201,079		228,968	
Burnt, manufactured, &c.,*.....	3,113		877	
Stock at close of year,.....	15,959		7,177	
	<u>1,367,465</u>		<u>1,414,080</u>	
Deduct :				
Received from Mobile,.....	107,138		140,377	
Received from Montgomery,.....	....		....
Received from Florida,.....	694		479	
Received from Texas,.....	30,758		26,581	
Stock beginning of year,.....	7,177	145,767	6,259	173,696
	<u>1,221,698</u>		<u>1,440,384</u>	
Total product for year,.....				

ALABAMA.

Exported from Mobile :				
To foreign ports,.....	132,367		132,130	
To coastwise ports,.....	172,222		197,131	
Burnt and manufactured,.....	80		97	
Stock at close of year,.....	3,902		5,802	
	<u>308,571</u>		<u>335,160</u>	
Deduct :				
Receipts from New-Orleans, &c.,...	3,191		1,740	
Stock at beginning of year,.....	5,802	8,993	963	2,703
	<u>299,578</u>		<u>332,457</u>	
Total product for year,.....				

TEXAS.

Exported from Galveston, Indianola, &c.:				
To foreign ports, except Mexico,..	273,404		209,441	
To Mexico,.....	979		997	
To coastwise ports,.....	115,046		133,304	
Stock at close of year,.....	4,505		4,889	
	<u>393,934</u>		<u>348,631</u>	
Deduct :				
Received from New-Orleans,.....	....		487	
Stock at beginning of year,.....	4,889	4,889	4,694	5,181
	<u>389,045</u>		<u>343,450</u>	
Total product for year,.....				

* 1,550 bales consumed, and 1,563 bales in scuttled ship "Ailsa," not recovered.

FLORIDA.			
Exported from Fernandina, St. Marks, &c. :	1873—74.	1872—73.	
To foreign ports,.....bales,	835	....
To coastwise ports,.....	13,350	14,068	
Stock at close of year,.....	....	....
	14,185	14,068	
Deduct :			
Stock at beginning of year,.....	....	....
Total product for year,.....	14,185	14,068	
GEORGIA.			
Exported from Savannah :			
To foreign ports—Upland,.....	426,099	373,730	
To foreign ports—Sea Island,.....	3,472	2,165	
To coastwise ports—Upland,.....	222,073	241,978	
To coastwise ports—Sea Island,...	4,489	6,774	
Burnt, .....	....	....
Stock at close of year—Upland,...	4,463	688	
Stock at close of year—Sea Island,	116	536	
	660,712	625,871	
Deduct :			
Received from Mobile,.....	21,508	....
Received from Beaufort and Char-			
leston,	4,851	5,046	
Received from Florida—Upland,..	2,390	596	
Received from Florida—Sea Island,	4,882	5,642	
Stock beginning of year—Upland,	688	512	
Stock beginning of year—Sea Isl'd,	536	36	11,832
	34,855		
Total product for year,.....	625,857	614,039	
SOUTH CAROLINA.*			
Exported from Charleston :			
To foreign ports—Upland,.....	238,438	152,388	
To foreign ports—Sea Island,.....	9,428	7,781	
To coastwise ports—Upland,.....	197,007	216,195	
To coastwise ports—Sea Island,...	3,062	8,821	
Exported from Georgetown, &c.,			
direct to Northern ports,.....	313	192	
Exported from Beaufort to Savan-			
nah,	942	800	
Stock at Charleston close of year—			
Upland,	3,673	2,992	
Stock at Charleston close of year—			
Sea Island,.....	477	1,131	
	453,340	390,300	
Deduct :			
Received from Florida—Upland,..	1,772	795	
Received from Florida—Sea Island,	3,593	5,062	
Received from Savannah and Mo-			
bile,	5,658	6,677	
Stock at Charleston beginning of			
year—Upland,.....	2,992	2,969	
Stock at Charleston beginning of			
year—Sea Island,.....	1,131	321	15,824
	15,146		
Total product for year,.....	438,194	374,476	

* Included in the Charleston export figures, are 133 bales Sea Island and 7,361 bales Upland, exported to Great Britain, and 1,750 bales Upland, exported to Amsterdam from Port Royal.

NORTH CAROLINA.

	1873-74.		1872-73.	
Exported from Wilmington, &c.:				
To foreign ports,.....bales,	6,333		1,632	
To coastwise ports,.....	51,619		59,898	
Burnt,.....	232		289	
Stock at end of year,.....		58,184		61,819
Deduct:				
Stock at beginning of year,.....	289	289	243	243
Total product for year,.....		57,895		61,576

VIRGINIA.

Exported from Norfolk, &c.:				
To foreign ports,.....	20,721		7,722	
To coastwise ports,.....	484,464		424,791	
Stock end of year at Norfolk, &c.,	2,293		1,602	
		507,478		434,115
Deduct:				
Stock beginning of year,.....	1,602	1,602	532	532
Total product for year,.....		505,876		433,583

TENNESSEE, &C.

Shipments:				
From Memphis,.....	427,001		413,136	
From Nashville,.....	97,775		63,021	
From other places in Tennessee, Kentucky, &c.,.....	205,519		137,593	
Stock in Memphis and Nashville end of year,.....	9,327		6,253	
		739,622		620,003
Deduct:				
Shipped from Memphis to New- Orleans, &c.,.....	104,207		96,794	
Shipped from Memphis, &c., to Norfolk, &c.,.....	134,620		132,835	
Shipped from Nashville, south,...	5,008		9,676	
Shipped direct to manufacturers,..	237,572		141,500	
Stock, Memphis and Nashville, be- ginning of year,.....	6,253		1,885	
		487,660		382,690
Total shipments to New-York, Bos- ton, Philadelphia and Portland,		251,962		237,313
Add shipments to manufacturers, as above,.....		237,572		141,500
Total product for year from Ten- nessee, &c.,*.....		489,534		378,813
Total product detailed above by States, for the year ending Septem- ber 1, 1874,.....				4,041,862
Consumed in the South, not included,.....				128,526
Total crop in the United States for the year ending September 1, 1874,.....				4,170,388

* Except the shipments to New-Orleans, Norfolk and Charleston, which are included in the New-Orleans, Virginia and South Carolina crop.

The following exhibits the total crop each year since 1826 :

<i>Years.</i>	<i>Bales.</i>	<i>Years.</i>	<i>Bales.</i>	<i>Years.</i>	<i>Bales.</i>
1873-74,.....	4,170,388	1855-56,.....	3,527,845	1840-41,.....	1,631,945
1872-73,.....	3,930,508	1854-55,.....	2,847,339	1839-40,.....	2,177,835
1871-72,.....	2,974,351	1853-54,.....	2,930,027	1838-39,.....	1,360,532
1870-71,.....	4,352,317	1852-53,.....	3,262,882	1837-38,.....	1,801,497
1869-70,.....	3,154,946	1851-52,.....	3,015,029	1836-37,.....	1,422,930
1868-69,.....	2,439,039	1850-51,.....	2,355,257	1835-36,.....	1,360,752
1867-68,.....	2,593,993	1849-50,.....	2,096,706	1834-35,.....	1,254,328
1866-67,.....	2,019,774	1848-49,.....	2,728,596	1833-34,.....	1,205,324
1865-66,.....	2,193,987	1847-48,.....	2,347,634	1832-33,.....	1,070,438
1861-65,.....	no record.	1846-47,.....	1,778,651	1831-32,.....	987,487
1860-61,.....	3,656,086	1845-46,.....	2,100,537	1830-31,.....	1,038,843
1859-60,.....	4,669,770	1844-45,.....	2,304,503	1829-30,.....	976,845
1858-59,.....	3,851,481	1843-44,.....	2,030,409	1828-29,.....	870,415
1857-58,.....	3,113,962	1842-43,.....	2,378,875	1827-28,.....	727,593
1856-57,.....	2,939,519	1841-42,.....	1,683,574	1826-27,.....	957,281

RANGE OF PRICES.

The following shows the prices for two years at New-York and Liverpool for each week during the year ending September 1, 1874 :

	LIVERPOOL.		NEW-YORK.	
	1873-74.	1872-73.	1873-74.	1872-73.
	<i>d.</i>	<i>d.</i>	<i>c.</i>	<i>c.</i>
September 5,.....	8 $\frac{7}{8}$	10 $\frac{1}{8}$ @ $\frac{1}{4}$	20 $\frac{1}{2}$	22 $\frac{1}{4}$
“ 12,.....	9	9 $\frac{7}{8}$	20 $\frac{5}{8}$	21 $\frac{1}{8}$
“ 19,.....	9	9 $\frac{5}{8}$	18 $\frac{3}{4}$	19
“ 26,.....	8 $\frac{7}{8}$	9 $\frac{3}{4}$	17 $\frac{7}{8}$	18 $\frac{3}{4}$
October 3,.....	8 $\frac{7}{8}$ @ 9	9 $\frac{5}{8}$ @ $\frac{3}{4}$	18 $\frac{3}{8}$	19 $\frac{1}{4}$
“ 10,.....	9 $\frac{1}{8}$ @ $\frac{1}{4}$	9 $\frac{5}{8}$ @ $\frac{3}{4}$	18 $\frac{1}{4}$	19 $\frac{1}{4}$
“ 17,.....	9 $\frac{1}{8}$	9 $\frac{3}{4}$	16 $\frac{7}{8}$	19 $\frac{5}{8}$
“ 24,.....	9@ $\frac{1}{8}$	9 $\frac{3}{4}$ @ $\frac{7}{8}$	15 $\frac{3}{4}$	19 $\frac{3}{4}$
“ 31,.....	8 $\frac{7}{8}$	10@ $\frac{1}{8}$	15	19 $\frac{3}{4}$
November 7,.....	8 $\frac{3}{8}$	9 $\frac{3}{4}$ @ $\frac{7}{8}$	13 $\frac{5}{8}$	19 $\frac{1}{4}$
“ 14,.....	8 $\frac{1}{2}$	9 $\frac{5}{8}$	15 $\frac{1}{4}$	19 $\frac{1}{4}$
“ 21,.....	8 $\frac{3}{8}$ @ $\frac{1}{2}$	9 $\frac{7}{8}$	15 $\frac{5}{8}$	19 $\frac{1}{2}$
“ 28,.....	8 $\frac{1}{2}$ @ $\frac{5}{8}$	9 $\frac{7}{8}$ @10	16 $\frac{1}{4}$	19 $\frac{1}{4}$
December 5,.....	8 $\frac{1}{2}$	10	16	19 $\frac{1}{2}$
“ 12,.....	8 $\frac{1}{4}$	10 $\frac{1}{8}$	16 $\frac{1}{4}$	19 $\frac{7}{8}$
“ 19,.....	8 $\frac{1}{4}$	10 $\frac{1}{8}$ @ $\frac{1}{4}$	16 $\frac{1}{8}$	20 $\frac{1}{8}$
“ 26,.....	8 $\frac{1}{8}$	10 $\frac{1}{4}$	16	20 $\frac{1}{4}$
January 2,.....	8@ $\frac{1}{8}$	10 $\frac{3}{8}$	16 $\frac{1}{4}$	20 $\frac{3}{4}$
“ 9,.....	8 $\frac{1}{8}$	10 $\frac{1}{8}$ @ $\frac{1}{4}$	16 $\frac{5}{8}$	20 $\frac{5}{8}$
“ 16,.....	8 $\frac{1}{4}$	9 $\frac{7}{8}$	16 $\frac{5}{8}$	20 $\frac{5}{8}$
“ 23,.....	8@ $\frac{1}{8}$	9 $\frac{7}{8}$	16 $\frac{1}{8}$	20 $\frac{7}{8}$
“ 30,.....	7 $\frac{3}{4}$ @ $\frac{7}{8}$	10 $\frac{1}{4}$	15 $\frac{7}{8}$	21 $\frac{3}{8}$
February 6,.....	7 $\frac{3}{4}$	9 $\frac{7}{8}$ @10	15 $\frac{7}{8}$	21 $\frac{1}{8}$
“ 13,.....	8	9 $\frac{3}{4}$	16 $\frac{1}{4}$	21
“ 20,.....	7 $\frac{3}{4}$ @8	9 $\frac{3}{4}$	16 $\frac{1}{8}$	20 $\frac{7}{8}$
“ 27,.....	7 $\frac{7}{8}$	9 $\frac{3}{4}$	16	20 $\frac{3}{4}$
March 6,.....	7 $\frac{3}{4}$ @ $\frac{7}{8}$	9 $\frac{5}{8}$ @ $\frac{3}{4}$	16 $\frac{1}{8}$	20 $\frac{3}{4}$
“ 13,.....	7 $\frac{7}{8}$ @ $\frac{1}{8}$	9 $\frac{1}{2}$	16 $\frac{1}{4}$	19 $\frac{7}{8}$
“ 20,.....	8 $\frac{1}{8}$	9 $\frac{1}{8}$	16 $\frac{1}{2}$	19 $\frac{1}{8}$
“ 27,.....	8 $\frac{1}{8}$ @ $\frac{1}{4}$	9 $\frac{1}{4}$ @ $\frac{3}{8}$	16 $\frac{7}{8}$	19 $\frac{1}{2}$
April 3,.....	8 $\frac{1}{8}$	9 $\frac{1}{4}$ @ $\frac{3}{8}$	17	19 $\frac{5}{8}$
“ 10,.....	8 $\frac{1}{8}$	9 $\frac{1}{4}$	17	19 $\frac{5}{8}$
“ 17,.....	8 $\frac{1}{4}$	9 $\frac{1}{8}$ @ $\frac{1}{4}$	17 $\frac{1}{2}$	19 $\frac{1}{4}$
“ 24,.....	8 $\frac{1}{4}$	9 $\frac{1}{8}$	17 $\frac{1}{2}$	19 $\frac{3}{8}$
May 1,.....	8 $\frac{1}{4}$ @ $\frac{3}{8}$	9@ $\frac{1}{8}$	17 $\frac{3}{4}$	19 $\frac{3}{8}$
“ 8,.....	8 $\frac{1}{4}$ @ $\frac{3}{8}$	8 $\frac{7}{8}$	17 $\frac{7}{8}$	19 $\frac{1}{4}$
“ 15,.....	8 $\frac{5}{8}$	8 $\frac{7}{8}$	18 $\frac{7}{8}$	19 $\frac{1}{4}$
“ 22,.....	8 $\frac{1}{2}$	8 $\frac{7}{8}$	18 $\frac{3}{4}$	19 $\frac{1}{4}$
“ 29,.....	8 $\frac{1}{2}$	8 $\frac{7}{8}$	18 $\frac{1}{2}$	19 $\frac{1}{4}$

	LIVERPOOL.		NEW-YORK.	
	1873-74.	1872-73.	1873-74.	1872-73.
	d.	d.	c.	c.
June 5,.....	$8\frac{3}{8} @ \frac{1}{2}$	$8\frac{7}{8}$	$18\frac{3}{8}$	$19\frac{1}{4}$
“ 12,.....	$8\frac{1}{4} @ \frac{3}{8}$	$8\frac{7}{8} @ 9$	18	$20\frac{1}{2}$
“ 19,.....	$8\frac{1}{4}$	$8\frac{7}{8} @ 9$	$17\frac{3}{4}$	21
“ 26,.....	$8\frac{1}{4}$	$8\frac{7}{8}$	$17\frac{7}{8}$	21
July 3,.....	$8\frac{1}{4}$	$8\frac{7}{8}$	$17\frac{5}{8}$	21
“ 10,.....	$8\frac{1}{4}$	$8\frac{3}{8}$	$17\frac{3}{8}$	$20\frac{3}{4}$
“ 17,.....	$8\frac{1}{8} @ \frac{1}{4}$	$8\frac{3}{4}$	$17\frac{1}{8}$	21
“ 24,.....	$8\frac{1}{8} @ \frac{1}{4}$	$8\frac{3}{4}$	17	21
“ 31,.....	$8\frac{1}{4}$	$8\frac{7}{8}$	17	$20\frac{5}{8}$
August 7,.....	$8\frac{1}{4}$	$8\frac{7}{8}$	$17\frac{1}{8}$	20
“ 14,.....	$8\frac{1}{4} @ \frac{3}{8}$	$8\frac{7}{8}$	17	$19\frac{7}{8}$
“ 21,.....	$8\frac{1}{4}$	$8\frac{7}{8}$	$16\frac{7}{8}$	20
“ 28,.....	....	$8\frac{7}{8}$	....	$20\frac{1}{8}$

CONSUMPTION NORTH AND SOUTH.

Our readers are aware that we have, during the past two months, been engaged in taking a census of the cotton spinning industry of the United States. All the necessary proceedings have been conducted under our supervision and direction by the Secretary of the Cotton Manufacturers' and Planters' Association, an association which prepared the first authentic statistics ever published of the spinning capacity and actual consumption of our cotton mills. On account of the great labor and expense involved in the undertaking, their reports, although received with so great favor, were discontinued some few years since. The short period during which they were published served at least to show their necessity. In the interest, therefore, of the cotton trade, we have been led to take upon ourselves this additional work, and the results are proving so satisfactory that we do not think our readers will like to see them discontinued. The final complete report will not be ready until after the first of October; but sufficient returns have now been obtained to give a good indication of the result in the entire country, and the full details of the Southern mills. One point, which was in doubt, our inquiries will be found to shed much light upon; we refer to the actual stoppage of mills during the financial troubles of last fall. This, it will be seen, when our full returns are published, (about the 1st of October,) was much less than was imagined by many; in fact, our own estimate made in our report of November 22, of 75,000 bales, will probably more than cover the decreased consumption consequent upon the panic. Still, the year has been far from a profitable one. The great depression which has prevailed since the panic has made buyers very slow purchasers, so that stocks of goods have largely accumulated, in some cases being finally forced to sale and disposed of at a very considerable sacrifice. Better times are now looked forward to. The country is gradually throwing off the stupor which naturally followed the disasters of September, and new life, new spirit and new enterprise are likely soon to follow. With regard to the stock of cotton now held by the mills we can only give an approximate statement. Our mill returns are brought down only to July 1, 1874, being for the year ending on

that day; and the totals for all the Northern States, as made up from these returns, are as follows. We do not give the details of each State, because later information may make some slight changes necessary before the 1st of October, when we shall publish the full report:

	<i>Aggregate No. Mills.</i>	<i>Looms.</i>	<i>Spindles.</i>	COTTON USED.	
				<i>Pounds.</i>	<i>Bales.</i>
Total,.....	660	176,480	8,927,754	507,790,099	1,095,387

We here see that, according to these figures, the actual year's consumption of the Northern mills has been 1,094,387 bales, or about 21,000 bales per week. Now, if we admit that this is the average consumption for the year ending September 1, 1874—which we see no reason for not believing is about the fact—whatever the takings have exceeded this total must have gone to increased stock, or been otherwise used, that is, in some other way than by spinners. What, then, have been the takings of Northern mills? This we can determine as follows:

Total crop of the United States, as before stated,.....bales, 4,170,388

Stock on hand commencement of year (Sept. 1, 1873):

At Northern ports,.....	65,883		
At Southern ports,.....	25,106		
		90,989	
At Providence, &c., Northern interior markets,..		13,793	
			104,782
Total supply during year ending Sept. 1, 1874,			4,275,170

Of this supply there has been:

Exported to foreign ports during the year,.....	2,840,981		
Less foreign included,.....	2,809		
		2,838,172	
Sent to Canada by rail-road direct from West,...		4,260	
Burnt North and South,		2,000	

Stock on hand end of year (Sept. 1, 1874):

At Northern ports,.....	72,532		
At Southern ports,.....	35,620		
		108,152	
At Providence, &c., Northern interior markets,..		16,643	
			2,969,227

Total taken by spinners in United States, year ending Sept. 1, 1874,...	1,305,943
Taken by spinners in Southern States, included in above total,.....	128,526
Total takings by Northern spinners,.....bales,	1,177,417

The foregoing statement indicates that the mills North and South have taken from the crop 1,305,943 bales, and that of this the Northern mills have had 1,177,417 bales, which would show an

increase of their stocks during the year of about 85,000 bales. This is not strictly the fact, however, as there is cotton used in the North outside of mills, though the amount is not large. The actual consumption of the mills would be stated about as follows :

	1869-70.	1870-71.	1871-72.	1872-73.	1873-74.
Taken by Northern mills,.....bales,	806,860	1,008,956	977,540	1,063,465	1,177,417
Taken by Southern mills,.....	90,000	91,240	120,000	137,662	128,526
Total takings from crop,.....	896,860	1,100,196	1,097,540	1,201,127	1,305,943
Added to mill stock during year,.....	....	80,750	....	....	85,000
Reduction of mill stock during year, ..	33,876	....	40,000	50,000	....
Total consumption of mills,.....	930,736	1,019,446	1,137,540	1,251,127	1,220,943

These totals show a decrease in actual consumption this year of 30,184 bales.

SOUTHERN CONSUMPTION.

There is no subject which, in an industrial point of view, is of more interest to the country at large than the successful development of cotton spinning in the South since the war. It has passed far beyond the point of experiment, having permanently established itself amidst all the adverse circumstances those States have, during the same time, struggled against. We do not mean that every venture of the kind has prospered ; and yet this is true to a very remarkable extent, while many have secured unusual profits and proved beyond controversy that, with ordinary skill and business management, capital may find in this Southern industry safe and decidedly remunerative investment. During the past year the financial derangements consequent upon our September panic have resulted in a small decreased consumption, the average week's run being only 47.02, Mississippi and South Carolina returning only about 39 weeks ; very possibly in addition to this, there was also some shortening of time in all the States during a portion of the weeks when not closed. Altogether, it appears that the actual consumption of the South for the year was 128,526 bales of 464 pounds each. We estimate the falling off (caused as above stated) at from 7 to 8 per cent., or say 9,674 bales ; thus, if it had not been for the panic and its consequent evils, these mills would probably have used about 138,000 bales of cotton of 464 pounds each, or a total of 64,000,000 pounds, against last year's total, as stated in pounds, of 60,572,220. With these explanations, we give the following full statement of the results of our labor in obtaining the leading statistical facts of Southern manufactures during the past year :

STATEMENT OF THE NUMBER AND CAPACITY OF COTTON MILLS IN THE
SOUTHERN STATES, AND THE CONSUMPTION OF COTTON, YEAR ENDED
JUNE 30, 1874.

STATES.	No. of Mills.	No. of Looms.	No. of Spindles.	Average size of Yarn.	Average running time.	Average consump- tion of Cotton per Spindle.	Quantity of Cotton used.	Quantity of Cotton used.
				No.	Weeks.	Pounds.	Pounds.	Bales.
Alabama,.....	16	1,360	57,594	10.50	48.37	112.83	6,490,079	13,772
Arkansas,.....	2	28	1,256	12	51	121.69	136,000	293
Georgia,.....	42	2,934	137,330	12.71	47.77	133.57	18,522,899	39,920
Kentucky,.....	4	42	10,500	6.26	49.24	178.86	1,878,020	4,047
Louisiana,.....	3	300	15,000	12	47.02	86.31	1,294,560	2,790
Mississippi,....	11	348	15,150	11.33	39.29	75.17	1,138,804	2,545
Missouri,.....	4	382	18,656	10.75	49.66	183.25	3,481,573	7,288
North Carolina,.	30	1,055	55,498	12.08	46.52	123.10	6,832,673	14,726
South Carolina,.	18	1,238	62,872	13.36	39.67	113.25	7,134,558	15,376
Tennessee,.....	42	1,014	47,058	12.32	51.10	133.38	6,272,458	13,518
Texas,.....	4	230	10,225	12	47.02	127.80	1,278,125	2,755
Virginia,.....	11	1,564	56,490	16	47.57	95.23	5,334,025	11,496
Total,.....	187	10,495	487,629	12.5	47.02	122.53	59,793,774	128,526

Our last year's returns from the mills we erroneously reduced to bales, on the basis of *net* 440 pounds each; hence, except in pounds, the present report, which is in *gross* bales of 464 pounds each, furnishes no correct comparison. In publishing our last figures, we stated that "a first effort like this must of course give a less perfect result than the same work in future years will produce." We have been surprised, however, to find, after the searching inquiries which have now been made, and the preparation this year of the report by persons experienced in *all* the details of manufacture, so strong a confirmation of our figures as the work now published exhibits. Compared in pounds with corrected returns of last year and with the census, we have the following results:

STATES.	Census 1870.		Chronicle, 1873.		Chronicle, 1874.
	Pounds.		Pounds.		Pounds.
Alabama,.....	3,249,523	..	6,635,660	..	6,490,079
Arkansas,	66,400	..	128,990	..	136,000
Florida,.....	.....	..	.....	..	.....
Georgia,	10,921,176	..	17,213,790	..	18,522,899
Kentucky,.....	1,584,625	..	1,744,600	..	1,878,020
Louisiana,.....	748,525	..	1,227,690	..	1,294,560
Mississippi,	580,764	..	1,375,460	..	1,138,804
Missouri,	2,196,600	..	4,449,390	..	3,481,573
North Carolina,.....	4,238,276	..	6,408,160	..	6,832,673
South Carolina,.....	4,756,823	..	7,344,080	..	7,134,558
Tennessee,	2,872,582	..	5,497,280	..	6,272,458
Texas,.....	1,077,118	..	1,844,490	..	1,278,125
Virginia,	4,255,383	..	6,702,630	..	5,334,025
Total consumption,....	36,547,795	..	60,572,220	..	59,793,774

The above statement shows us that if it had not been for the panic, and the consequent evils producing the falling off on an ave-

rage of from 7 to 8 per cent. in consumption, there would have been a fair increase in the use of cotton by the manufacturers of the South.

WEIGHT OF BALES.

In seeking to obtain correct data of the weight of bales composing this crop, we have adopted the same plan which we have used in previous years—that is, returns from the Custom Houses as to the weight of exports. A statement to us from each Custom House establishes the following average weight of the exports which, applied to the total exports from the points named, gives us the following result. For the cotton carried overland from Tennessee, &c., we adopt the average weight as given by the Memphis Cotton Exchange :

<i>Exported from</i>	<i>Number of Bales.</i>		<i>Weight, Pounds.</i>		<i>Average Weight.</i>
Galveston,.....	274,383	..	131,429,578	..	479
New-Orleans,.....	1,147,314	..	530,059,188	..	462
Mobile,	132,367	..	65,401,211	..	494
Savannah,.....	429,571	..	201,468,679	..	469
Charleston,.....	247,866	..	116,001,188	..	468
Wilmington,	6,333	..	2,930,951	..	447
Norfolk,.....	20,721	..	9,552,260	..	461
Tennessee, &c.,.....	489,534	..	232,039,116	..	474
	<hr/> 2,748,089	..	<hr/> 1,288,882,171	..	<hr/> 469

Now, if we apply the foregoing to the total crop of each State, as given previously, we reach the following result :

<i>Crop of</i>	<i>Number of Bales.</i>		<i>Weight, Pounds.</i>		<i>Average Weight.</i>
Texas,	389,045	..	186,352,535	..	479
Louisiana,	1,221,698	..	564,424,476	..	462
Alabama,	299,578	..	147,991,532	..	494
Georgia,	625,857	..	294,126,933	..	469
South Carolina,.....	438,194	..	205,074,792	..	468
Virginia,	505,876	..	233,208,836	..	461
North Carolina,.....	57,895	..	25,879,063	..	447
Tennessee,	632,245	..	299,684,130	..	474
Total crop, 1873-74,.	<hr/> 4,170,388	..	<hr/> 1,956,742,297	..	<hr/> 469
Total crop, 1872-73,.	3,930,508	..	1,824,920,023	..	464

According to this statement, it will be seen that the total gross weight of this crop reaches 1,956,742,297 pounds, and that the average weight of the bales is 469 pounds.

SEA ISLAND CROP AND CONSUMPTION.

The crop of Sea Island the past year has been as follows: Florida, 8,825 bales; Georgia, 1,408 bales; South Carolina, 8,759 bales; Texas, 920 bales—total, 19,912 bales, the particulars of which are set forth on the following page :

FLORIDA.

	1873-74.	1872-73.
Receipts at Savannah,.....bales,	4,882	5,642
Receipts at Charleston,.....“	3,866	5,062
Receipts at New-York,.....“	19	31
Receipts at New-Orleans,.....“	23	29
Shipments to Liverpool from Florida direct, “	35	..
Total Sea Island crop of Florida,.....bales,	8,825	10,764

GEORGIA.

Receipts at Savannah,.....bales,	7,536	9,439
Deduct :		
Received from Florida,.....“	4,882	5,642
Received from Florida for Charleston,.....“	..	1,284
Received from Charleston,.....“	304	444
Received from Beaufort,.....“	942	800
Total Sea Island crop of Georgia,.....bales,	1,408	1,269

SOUTH CAROLINA.

Receipts at Charleston,.....bales,	11,703	17,418
Receipts at Port Royal,.....“	133	..
Receipts at Savannah from Beaufort,.....“	942	800
	12,778	18,218
Deduct :		
Received from Florida direct,.....“	3,593	3,778
Received from Savannah and from Florida via Savannah,.....“	426	1,284
Total Sea Island crop of South Carolina,....bales,	8,759	13,156

TEXAS.

Receipts at Galveston,.....bales,	920	1,100
Total Sea Island crop of the U. States,..bales,	19,912	26,289

We give also an approximate statement of the general distribution of Sea Island cotton for the year, as follows :

PORTS OF	SUPPLY YEAR ENDING SEPTEMBER 1, 1874.			HOW DISTRIBUTED.		OF WHICH EXPORTED TO		
	Stock Sept. 1, 1873.	Net Crop.	Total Supply.	Stock Sept. 1, 1874.	Consumed and Exported.	Great Britain.	Havre.	Total exported.
Charleston,.....	1,131	8,759	9,890	477	9,413	8,650	778	9,428
Savannah,	536	1,408	1,944	116	1,828	2,843	629	3,472
Florida, .....	....	8,825	8,825	....	8,825	35	....	35
Galveston, .....	....	920	920	....	920	713	....	713
New-Orleans, .....	....	....	....	....	....	14	9	23
New-York,.....	....	....	....	....	....	2,147	471	2,618
Boston, .....	....	....	....	....	....	668	....	668
Baltimore, .....	....	....	....	....	....	1,916	....	1,916
Total,	1,667	19,912	21,579	593	20,986	16,986	1,887	18,873

From the foregoing we see that the Sea Island crop this year is, as stated above, 19,912 bales, and with the stock at the beginning of the year, 1,667 bales.

The total supply has been,.....bales, 21,579
The stock at the end of the year, September 1, 1874, was..... 593

Making the total distributed,..... 20,986
Of which exported to foreign ports,..... 18,873

Leaving consumed (or otherwise to be accounted for) in the United States, 2,113

If the above export figures are correct, our spinners have consumed of Sea Island cotton this year 2,113 bales, less whatever (if any) stock there may be remaining in our Northern ports in excess of last year.

MOVEMENTS OF COTTON AT THE INTERIOR PORTS.

Below we give the total receipts and shipments of cotton at the interior ports, and the stock on the first of September of each year:

	YEAR ENDING SEPTEMBER 1, 1873.			YEAR ENDING SEPTEMBER 1, 1874.		
	Receipts.	Ship- ments.	Stock.	Receipts.	Ship- ments.	Stock.
Augusta,	180,890	180,857	1,212	200,017	195,741	5,488
Columbus,	58,072	57,053	1,177	61,229	61,396	1,010
Macon,	64,425	63,026	1,399	72,274	71,860	1,813
Montgomery,	62,645	61,645	1,439	33,919	34,766	592
Selma,	46,991	47,009	226	60,006	59,664	568
Memphis,	414,955	413,136	3,505	429,327	427,001	5,831
Nashville,	66,464	63,921	2,540	101,547	100,591	3,496
Total, old ports,	894,442	886,647	11,498	958,319	951,019	18,798
Shreveport,	76,580	76,291	480	77,903	78,213	170
Atlanta,	30,635	30,635	25	53,750	53,258	517
St. Louis,	59,709	51,795	1,151	103,767	102,389	2,529
Cincinnati,	137,575	134,898	4,253	195,895	194,034	6,114
Total, new ports,	304,499	293,619	5,909	431,315	427,894	9,330
Total, all,	1,198,941	1,180,266	17,407	1,389,634	1,378,913	28,128

The shipments in the above statement include amounts taken from these interior ports for home consumption.

GROSS RECEIPTS AT NEW-YORK, BOSTON, &c.,

The following are the receipts of cotton at the ports named :

	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.	
	1873-74.	1872-73.	1873-74.	1872-73.	1873-74.	1872-73.	1873-74.	1872-73.
New-Orleans,* ...	142,648	139,232	33,415	56,901	4,437	5,002	....	1,390
Texas,.....	49,929	67,392	14,971	18,593	2,876	1,846	....	....
Savannah,.....	141,803	170,112	42,285	39,016	14,674	20,011	17,521	12,347
Mobile,*	5,212	...	19,265	12,033	....	....	....	....
Florida,.....	17	1,494	....	....	....	....	....	....
South Carolina...	142,743	171,083	23,849	16,156	20,260	21,593	8,228	11,247
North Carolina,..	24,647	29,897	....	132	8,282	4,609	17,645	21,619
Virginia,.....	251,847	233,591	85,601	89,461	16,193	20,011	63,327	42,540
Northern ports,..	13,006	14,191	106,261	88,943	...	....	....	591
Tennessee, &c.,..	200,689	165,605	24,680	26,875	16,404	21,209	6,431	17,633
Foreign,.....	3,209	13,082	62	146	....	105	5	....
Total,.....	975,750	1,005,680	250,389	348,256	83,126	94,886	113,157	107,367

EXPORTS.

In the first table given in this report will be found the foreign exports the past year from each port to Great Britain, France and other ports stated separately, as well as the totals to all the ports. In the following we give the total foreign exports for six years for comparison :

TOTAL EXPORTS OF COTTON TO FOREIGN PORTS FOR SIX YEARS.

FROM	EXPORTS TO FOREIGN PORTS FOR YEAR ENDING AUGUST 31.					
	1869.	1870.	1871.	1872.	1873.	1874.
New-Orleans,.....bales,	619,534	1,005,530	1,302,535	888,976	1,177,058	1,147,314
Mobile,	163,154	200,838	287,074	137,977	132,130	132,367
South Carolina,.....	56,809	97,109	175,650	111,388	160,169	247,866
Georgia,.....	167,537	265,631	464,369	295,798	375,895	429,571
Texas,	83,376	152,559	221,242	116,597	210,438	274,383
Florida,.....	810	....	....	....	....	835
North Carolina,.....	....	50	70	....	1,632	6,323
Virginia,.....	6,253	9,660	5,417	3,897	7,722	20,721
New-York,	327,838	413,701	667,958	373,071	573,498	485,596
Boston,	1,491	1,677	3,005	13,128	11,128	25,399
Philadelphia,.....	99	....	1,380	2,106	6,792	28,248
Baltimore,	19,212	32,162	37,567	14,311	20,943	41,528
Portland, Maine,.....	1,907	....	475	143	2,257	352
San Francisco,.....	....	....	....	12	324	468
Total from United States,	1,448,020	2,178,917	3,166,742	1,957,314	2,679,986	2,840,981

* There have been shipments for New-York, &c., from New-Orleans and Mobile, which do not appear in this statement, having been made by rail-road, overland.

Below we give a detailed statement of the year's exports from each port, showing the direction which these shipments have taken:

To	New-Orleans.	Mobile.	Gal-veston.	Charles-ton.†	Savan-nah.	New-York.	Balti-more.	Other Ports.*	Total.
Liverpool,.....	607,992	84,714	193,927	162,399	219,134	446,354	25,168	67,896	1,807,584
Falmouth, &c.,	9,626	....	....	....	7,437	....	....	....	16,463
Queenstown, Cork, &c.,....	16,402	....	30,436	3,923	12,215	....	....	3,870	66,846
Fleetwood, ....	....	....	8,493	....	....	....	....	....	8,493
Havre,	249,393	7,245	22,578	39,667	42,588	7,027	65	14	363,577
Marseilles,.....	....	....	....	....	....	1,701	....	....	1,701
Rouen,	587	....	....	....	....	....	....	....	587
Bremen,	71,973	7,226	15,040	12,883	57,767	20,561	14,887	368	200,705
Hamburg,	23,527	3,034	....	....	....	4,043	....	....	30,604
Antwerp,	9,220	....	....	2,605	....	493	....	3,787	16,105
Amsterdam,....	11,146	....	1,600	8,055	5,140	2,080	499	5,332	33,852
Rotterdam,....	3,368	450	....	2,375	2,500	173	909	....	9,775
Reval, &c.,....	46,192	16,353	....	2,020	37,053	....	....	....	101,618
Cronstadt,.....	22,654	2,750	....	....	9,858	492	....	....	35,754
Narva,	8,190	3,000	....	....	3,185	....	....	....	14,375
Gottenburg, Gefle, Malmo, &c.,	3,200	2,000	1,330	....	8,345	....	....	....	14,875
No. of Europe..	....	....	....	....	5,581	....	....	....	5,581
Barcelona, &c.,	35,200	4,559	....	13,939	15,193	....	....	800	69,691
Malaga,	8,061	....	....	....	....	....	....	....	8,061
San Sebastian, &c.,	2,718	....	....	....	1,356	....	....	....	4,074
Gibraltar,	1,574	....	....	....	....	25	....	....	1,599
Genoa, Naples, &c.,	16,841	1,036	....	....	2,219	2,647	....	....	22,743
Br. N. A. Pr.,..	....	....	....	....	....	....	....	288	288
Mexico,	50	....	†979	....	....	....	....	....	1,029
Azores, .....	....	....	....	....	....	....	....	1	1
Total,	1,147,314	132,367	274,383	247,866	429,571	485,596	41,528	82,356	2,840,981

* Other ports includes 25,110 bales to Liverpool, 288 to British Provinces, and 1 to Azores from Boston; 24,461 bales to Liverpool and 3,787 to Antwerp from Philadelphia; 5,965 bales to Liverpool and 363 to Bremen from Wilmington; 11,519 bales to Liverpool, 2,856 to Cork, 1,014 to St. George's Channel and 5,332 to Amsterdam from Norfolk; 800 bales to Barcelona from Pensacola; 35 bales to Liverpool from Fernandina; 352 bales to Liverpool from Portland, Maine; and 454 bales to Liverpool and 14 to France from San Francisco.

† Exported from Eagle Pass.

‡ Includes shipments of 7,494 bales to Liverpool and 1,750 to Amsterdam from Port Royal.

ANNUAL REVIEW OF THE BUTTER AND CHEESE TRADES OF NEW-YORK,
FOR THE YEAR 1874.

THERE were no departments of business which felt the depression following the panic of 1873, throughout the past year, less seriously than those devoted to our domestic agricultural products, and of these it is probably safe to instance butter and cheese as the commodities least affected of all. The products of the dairy enjoy an advantage which has been of manifest benefit to them during the period of dullness and depression from which we are now emerging, in their freedom from the manipulations of speculative cliques; and it is by reason of this, in no small degree, that they have escaped the fluctuations which other products, equally staple, have suffered in sympathy with other commodities to which they were allied only through speculative interests. The economy of both butter and cheese as articles of food is becoming each year better understood and they are, in consequence, regarded more and more as staples rather than luxuries, as formerly. For this reason the consumption of butter by the poorer classes continued during 1874 with very little abatement and at prices which, a few years ago, under like circumstances, would have placed it among the luxuries of food and curtailed its consumption accordingly. Foreigners have long recognized the merits of cheese as a staple article of food, and their views have, during the past few years, rapidly gained ground among native consumers here, even when their tastes were not likely to be influenced by those of foreign immigrants, many of whom come to us from the heaviest cheese consuming countries. It was our own people, however, who first recognized the cheapness of butter as an article of food affording great nutriment in a form so condensed as to make the expense of its transportation and handling items adding but a trifling per centage to its cost. Our home consumption of butter *per capita* increases every year, and there is a steady growth in the demand from foreign countries, indicating the increasing favor in which this staple is being popularly held the world over. There has been a tendency to push our export trade into countries that have been obtaining their supplies mainly from Europe and although the efforts to this end have been largely experimental, there is a prospect of a more general demand from new sources for American butter, if we are able to compete in price with other dairying countries. An export outlet for our surplus products affords a safety-valve that is especially essential to the healthy conduct of the dairying trade. The fancy grades of butter seldom drag down our markets by reason of an accumulation, as there is nearly always an outlet for these goods for home consumption fully equal to any

amount that has ever as yet been produced. For the shipping grades, or the butter of commerce, however, we have less general use, and an accumulation of this class of goods exerts a depressing influence over an entire market, which could often be profitably avoided by allowing this surplus to move into foreign channels at such prices as could be obtained.

This is usually the ultimate result which follows an accumulation of this class of butter; but it is seldom attained until the stock has been held long enough to deteriorate 2 or 3 cents per pound in quality, and has dragged the entire market down with it. This evil has been the natural outgrowth of the fallacious system which has so long existed, of basing the value of all grades of butter, after a regularly adjusted scale, upon the price of the extra sorts which go into consumption through the best retail channels and are at all times the most active goods in the market. The efforts of the BUTTER AND CHEESE EXCHANGE have been successful in correcting this evil to a considerable extent, yet it is by no means entirely overcome. The plan of grading butter as extras, firsts, seconds and thirds, which has been adopted by the Exchange, is calculated to so systematize and, when generally understood, to afford a uniform standard for grading and quotations as to destroy the scale that was formerly adhered to when quotations were based upon the general terms "good to prime," "fair to good," "poor to fair," etc., and when, to be consistent with this denomination of grades, the prices must descend in a regular gradation from prime to poor.

The production of butter in the United States is difficult to estimate. The incomplete figures furnished by the census report afford but a faint idea of the magnitude of this production and we have, therefore, nothing but estimates to guide us. The estimate put forth by the BUTTER AND CHEESE EXCHANGE, and which was prepared by a merchant of long experience in the butter trade, is one that close observation has verified, and is entitled to confidence. This estimate is made upon the basis, that of our population :

5,000,000	consume	1 lb.	each	per	week.
10,000,000	"	$\frac{3}{4}$ lb.	"	"	"
10,000,000	"	$\frac{1}{2}$ lb.	"	"	"
10,000,000	"	$\frac{1}{4}$ lb.	"	"	"

At this rate, 35,000,000 people would consume 1,040,000,000 lbs. per annum for table use alone, and it is estimated that one-third more may be added for culinary purposes, making a total home consumption of about 1,387,000,000, or say $\frac{2}{3}$ of a pound weekly for every one of our population. The exports from Canada and the United States, (we include Canada, for the reason that butter exported direct from that country is the same in its influences upon our markets as though it came here, this being its natural outlet,) the exports of American butter, therefore, are about 15,000,000 lbs., making an annual product accredited to the United States of 1,402,000,000 lbs., which, at an average value of 30 cts. per lb., and that is not a high average price for the last few years, realizes

\$420,600,000. This represents the product of about 7,000,000 cows. The production of cheese is controlled by the demand for butter, which has been the most profitable product for the dairymen where their goods were designed for the domestic markets. That the shrinkage in values upon general merchandise will affect the price of butter more or less during the coming year, seems probable, since almost every other staple of food is tending toward a lower level, and very many articles of every day use have already reached a basis of prices lower than any that have been ruling since the war. In the midst of this shrinkage, it seems scarcely possible that our food supply should remain unaffected.

The magnitude of the domestic trade in butter makes this product the controlling element in dairying, and the production of cheese must increase or diminish, just in the ratio that the requirements of milk for butter making become less or greater. The present production of cheese is currently estimated to be about 300,000,000 lbs. The receipts at New-York, for the twelve months of 1874, were 2,046,575 boxes, against 2,007,663 boxes in 1873, and 1,718,732 boxes in 1872. The shipments from this port were 1,639,499 boxes in 1874, 1,596,148 in 1873, and 1,185,873 in 1872. The exports from all United States ports, during the fiscal year ended June 30, 1874, were 90,611,077 lbs. The official statement of Canadian exports gives 23,183,223 lbs., exclusive of exports to the United States, making a total American export of 113,794,300 lbs.

There is a steady increase in the foreign demand for American cheese and, where goods of the quality required for this channel can be produced, it unquestionably affords a much more profitable outlet for our surplus of milk, than the grades of butter which can be moved into the same channels. The improving quality of our goods steadily increases their popularity among British consumers, and we would seem to have a foreign outlet that might be extended indefinitely, if the same care and economy in manufacture and handling, which first built up our foreign trade in cheese, are adhered to for its maintenance and increase.

Statistics indicate that there has been an actual falling off in the domestic consumption of cheese during the past year; and as cheese, as an article of daily food, has been known to be steadily gaining in favor with Americans, this falling off in consumption would seem to be due to some remediable cause. It would seem, from the experiences of our dealers, that the chief, if not the sole cause of this decrease of home consumption, is the lack of small fine cheese. During the past season, particularly from June to October, the home trade demanded a small cheese, weighing say 30 lbs. Every effort has been made by our dealers to meet this requirement of their customers with goods equal in quality to those we furnish the foreign trade, and instances are reported where dealers have offered factory-men the extra quarter of a cent necessary to cover the greater cost of making these goods. The manufacture of cheese in the West is growing steadily, and the small Wisconsin goods, being suitable for the home trade, have met very liberal sale during the past year, and have realized good prices.

The fluctuations of prices of butter during the past year were never very wide. At the opening of the year, "firsts," which are equivalent to what was formerly generally known as "prime," were quoted at 35 @ 36c. for Eastern, and 28 @ 30c. for Western; the latter term covering the products from all States west of New-York and Pennsylvania. Trade increased toward the close of the month, and February opened with an advance of 2c., quotable both on Eastern and Western, while by the 15th of that month, still another 2c. had been added, and the market was strong, with a good trade and light receipts. On the first of March, Eastern was quoted at 42 @ 43c., or 3c. above the price of February 15th, while Western was 34 @ 36c., or 2c. higher than at that date. These prices continued well through March, but with the opening of April, and the first receipts of the new crop of Eastern butter, the market became very much unsettled, and declined to 35 @ 37c., or 6 @ 7c. below the quotations of March 15th. The receipts from the West continuing of good solid butter, the market declined but 1c. on that stock, which was held at 33 @ 35c., until about the 15th, when both Eastern and Western were quoted at 32 @ 33c. May 1st brought in better receipts, and Eastern stiffened a trifle and advanced to 33 @ 35c., with Western at 32 @ 34c., but before the middle of the month the former had declined to 31 @ 32c., and the latter to 29 @ 30c. The range had widened a little by June 1st, when the quotations stood 28 @ 32c. for Eastern, and 27 @ 28c. for Western. Eastern held at about those figures until into July; but the heavy receipts of summer Western put that stock down to 21 @ 22c. by the 15th of June, and it did not improve materially from those figures until August 15th, when it was quoted at 23 @ 25c. Eastern had advanced by July 15th to 30 @ 32c., and although the advance was scarcely maintained for awhile, the market finally stiffened, and was quoted on August 15th at 31 @ 33c. September opened at 33 @ 35c. for Eastern, and 24 @ 26c. for Western, and the market advanced about 3c. during the month. This improvement was maintained through the greater part of October, although trade dragged somewhat on Eastern, which was in heavy receipt, and opened weak on November 1st, at 35 @ 37c., a decline of 1c., which was recovered, however, before the middle of the month, but again lost before December opened, and the market continued weak and dull throughout that month, closing at 34 @ 36c., with buyers holding off, and a prospect of prices going to a still lower basis. Western also dragged during December, but the surplus was mostly of the lower grades, and firsts, although weak, did not decline quotably until near the close, when there was a fall of about 2c., the closing figures being 26 @ 28c. The year closed with a very large amount of stock held back in the country, especially in this State, and the buyers here as well as in the interior who had contracted for large amounts, and held them upon the fictitious basis of 40c. early in the season, were, as the majority of the trade predicted at the time their investments were made, heavy losers, with the crop year too far advanced for them to see much encouragement in the future, the imminent prospect being, for the reasons expressed in preceding

portions of this review, that the crop would have to be closed out upon a much lower basis than was ruling even at the end of the month.

In the cheese market the course of prices varied in about the usual degree. The year opened with fancy factories quoted at $14\frac{3}{4}$ @ 15c., and advanced about 1c. during January, opening in February at $15\frac{1}{2}$ @ 16c. Another $\frac{1}{2}$ c. had been gained by the middle of the month under a good export trade, and by March 1st, $16\frac{3}{4}$ @ $17\frac{1}{4}$ c. was quoted. The extreme quotation was shaded $\frac{1}{4}$ c. before the 15th, and April opened at $16\frac{1}{2}$ @ 17c., with a decline to $15\frac{1}{2}$ @ $16\frac{3}{4}$ c. during the first half of the month, after which there was a sharp recovery, and the quotations on May 1st were 17 @ $17\frac{1}{2}$ c. This was the highest quotation of the year, and the increased receipts following reduced prices steadily until $16\frac{1}{4}$ @ $16\frac{1}{2}$ c. were quoted on the 15th, and $15\frac{1}{2}$ c. on June 1st. During June there was a further decline, with a fair export trade, and July opened at 14 @ $14\frac{1}{2}$ c. The lowest point of the year was reached in July, the quotation on the 15th being $12\frac{1}{2}$ c. From this time out the market advanced gradually, opening at 13c. in August and advancing to $13\frac{3}{4}$ @ 14c. by September 1st. The outside quotation was raised another quarter during the first two weeks, and fully 1c. was added during the remainder of the month. By Oct. 15th another cent was gained, and the market at that date stood $15\frac{3}{4}$ @ $16\frac{1}{4}$ c. The outside price was advanced to $16\frac{1}{2}$ c. before November 1st, but this was soon after lost, and the market ruled steady during the remainder of the year at $15\frac{3}{4}$ @ 16c., with fine goods well cleared up at the close, and the market ruling strongly in sellers' favor.

ANNUAL REVIEW OF THE WHALE FISHERY OF THE UNITED STATES,
FOR THE YEAR 1874.

THE whale fishery for the past year has not been one of large profits to our whalers, but we are able to state that the business wears a more cheerful aspect, with a promise of a brighter future.

The number of profitable voyages arriving was not greater than during the previous year, but, with better prices prevailing, a more hopeful feeling has been engendered.

The decrease of the fleet (about 3,400 tons during the year) is gradually resulting in a better average catch, experience showing that any decided increase in the number of vessels engaged in the business must eventually bring about lower prices and small average catches.

Of the 25 vessels in the port of New-Bedford, January 1st, 1874, 3 were sold, 14 fitted for whaling and 8 still remain in port, of which 5 are for sale. Of the 7 at New-London, January 1st, 1874, 4 have been sold for whalers and 3 are still in port. Of the 19 whalers now in this port, 13 will probably be fitted before the close of spring, and of the 35 vessels to arrive in 1875, nearly all will be sent to sea again.

The absence of any unusual features in the business is noticeable. There have been but few losses at sea, and vessels in the Arctic regions have been quite free from disasters.

Our present fleet is 163 vessels, against 171 a year ago, 203 in 1873 and 218 in 1872; and the number at sea January 1st, 1875, was 119 vessels, against 123 a year ago, and 155 in 1873.

The fleet in the Arctic Ocean the past summer met with good success during the latter part of the season, 15 ships taking an aggregate of 17,480 bbls. of oil and 189,500 lbs. of bone, being an average of 1,165 bbls. of oil and 12,633 lbs. of bone, about double that of the previous year. Three vessels on Kodiak and in Bristol Bay took 2,625 bbls. oil, an average of about 875 bbls. each and 7,667 lbs. bone.

The Ochotsk Sea whaling was a failure, 9 vessels taking unitedly but 2,805 bbls. of oil and 34,600 lbs. bone; the whales, formerly plenty in that locality, apparently having been exterminated, or gone to other parts. Although occasionally a season in the Arctic Ocean is partly a failure, judging from the present and past, it would seem reasonable that a moderate number of ships could continue to prosecute their voyages in that ocean for many years to come; and considering the advancing price of the products obtained, particularly of whalebone, we do not believe our merchants will allow this branch of our business, once so remunerative, to be entirely given up.

Right whaling on Desolation and the Crozettes has been neglected during the past year, and the number of vessels in Cumberland Inlet and Hudson's Bay has been very small, with a moderate catch.

Humpbacking has been prosecuted on the Coast of South America, in Panama Bay, about the islands of the South Pacific Ocean, and on the Coast of Africa, with about the usual success.

Sperm whaling has made rather a better exhibit than for two or three years previous, although good catches have been confined rather to certain localities than general throughout the different oceans. The best account came to us from the North Atlantic, where a number of vessels took large fares, while many others on the same or adjacent grounds were not fortunate in finding whales, the distribution of catches being quite unequal. On the West Coast of South America and on the Off Shore Ground, whales seem plentier again, and vessels have done well. In the South Atlantic and in the Indian Ocean, the fleet have met with average success, while on New-Holland and the grounds in that vicinity, whales have been unusually scarce. New-Zealand has yielded but poorly during the past year, and but few vessels in that locality are doing well, which leads us to remark that at present there appear to be no whaling grounds that will support a large fleet for any great length of time; and in this respect our errors in the past should be guides for the future.

The fleet during the coming year will be distributed nearly as follows: North and South Atlantic, 68 vessels; Indian Ocean, 17 vessels; Pacific Ocean and New-Zealand, 33 vessels; Cumberland Inlet and Hudson's Bay, 4 vessels; North Pacific, 18 vessels.

The demand for oil and whalebone has continued good throughout the year, the markets having been without marked fluctuations, and with prices slowly but steadily advancing. With an increased importation of sperm oil during the coming year, it would be natural to look for a decrease in price, but whale oil, considering the present prospects of lard and other oils, seems quite low; while whalebone, with a constantly reduced importation, ought to command good figures.

The price of sperm oil, January 1st, 1874, was \$1 50, having been depressed by the recent panic. It rapidly recovered, however, and in a few weeks advanced to \$1 67½, (the highest prices for the year usually prevailing about that time,) dropping to \$1 60 in April, continuing to decline till June, when it reached \$1 50. During the remainder of the year its course was gradually upward, standing at \$1 57 in August, \$1 62½ in October, and closing the year at \$1 70, the highest price reached since the month of October, 1869, a period of more than five years.

Whale oil opened the year at 61 cents for Arctic, slightly declining during the summer months, and closed the year at 67½ cents, at which price it would be difficult to purchase.

Humpback and South Sea oil during the year have varied from 54 @ 64 cents, closing at the latter figure.

Whalebone opened at \$1 @ \$1 10, continued firm throughout the

year, and advanced during the fall months to \$1 25, which price is still maintained.

It will be seen by our last annual review that our estimates of importations for 1874 have approximated to the result, except in the quantity of whalebone, caused by shipments overland during the month of December, (about 85,000 lbs.,) and received here in advance of the usual time.

The imports for 1875, we estimate will be from 37,000 to 42,000 bbls. sperm oil, 30,000 to 40,000 bbls. whale oil, and from 200,000 to 250,000 lbs. of whalebone.

STATEMENT OF STOCKS OF OIL AND WHALEBONE IN THE UNITED STATES,
JANUARY 1ST, 1875.

	<i>Bbls. Sperm.</i>		<i>Bbls. Whale.</i>		<i>Lbs. Bone.</i>
New-Bedford,	4,700	....	9,530	....	132,000
New-London, .....	....	....	1,270	....	13,000
Total,	4,700	....	10,800	....	145,000

STOCK OF OIL AND WHALEBONE ON HAND THE FIRST OF JANUARY FOR THE
LAST THIRTEEN YEARS.

	<i>Bbls. Sperm.</i>		<i>Bbls. Whale.</i>		<i>Lbs. Bone.</i>
1875,	4,700	....	10,800	....	145,000
1874,	12,940	....	20,675	....	165,800
1873,	11,315	....	16,695	....	235,300
1872,	14,500	....	30,000	....	293,600
1871,	28,650	....	36,000	....	400,000
1870,	25,052	....	41,633	....	294,900
1869,	13,000	....	16,700	....	200,000
1868,	8,000	....	33,400	....	274,000
1867,	12,700	....	21,200	....	172,000
1866,	5,800	....	17,150	....	193,200
1865,	20,382	....	6,679	....	170,150
1864,	31,200	....	9,344	....	148,980
1863,	16,038	....	23,019	....	91,500

IMPORTS FROM 1857 TO 1875.

	<i>Bbls. Sperm.</i>		<i>Bbls. Whale.</i>		<i>Lbs. Bone.</i>
Imports of 1874,	32,203	....	37,782	....	345,560
“ of 1873,	42,053	....	40,014	....	206,396
“ of 1872,	45,201	....	31,075	....	193,793
“ of 1871,	41,534	....	75,152	....	600,655
“ of 1870,	55,183	....	72,691	....	708,365
“ of 1869,	47,936	....	85,011	....	603,603
“ of 1868,	47,174	....	65,575	....	900,850
“ of 1867,	43,433	....	89,289	....	1,001,397
“ of 1866,	36,663	....	74,302	....	920,375
“ of 1865,	33,242	....	76,238	....	619,350
“ of 1864,	64,372	....	71,863	....	760,450
“ of 1863,	65,055	....	62,974	....	488,750
“ of 1862,	55,641	....	100,478	....	763,500
“ of 1861,	68,932	....	133,717	....	1,038,450
“ of 1860,	73,708	....	140,005	....	1,337,650
“ of 1859,	91,408	....	190,411	....	1,923,850
“ of 1858,	81,941	....	182,223	....	1,540,600
“ of 1857,	78,440	....	230,941	....	2,058,900

STATEMENT OF THE AVERAGE PRICES OF SPERM AND WHALE OIL AND WHALEBONE FOR 1874.

	<i>Sperm Oil.</i>		<i>Whale Oil.</i>		<i>Whalebone.</i>
January,.....	\$1 50	....	61	....	....
February,.....	1 60	....	60	....	....
March,.....	1 66	....	63	....	....
April,.....	1 60½	....	63	....	....
May,.....	1 55	....	60	....	....
June,.....	1 52	....	60	....	....
July,.....	1 55	....	58	....	....
August,.....	1 57	....	58	....	....
September,.....	1 61	....	57½	....	....
October,.....	1 64	....	60	....	....
November,.....	1 65	....	61½	....	....
December,.....	1 64	....	64	....	....

Average price of sperm oil for 1874,..... \$1 59
 “ “ whale oil for 1874,..... 60½
 “ “ bone for 1874,..... 1 10 currency.

STATEMENT OF CONSUMPTION OF OILS AND BONE FOR THE YEARS 1873 AND 1874.

<i>Sperm Oil.</i>			<i>Bbls.</i>		<i>Bbls.</i>
			1874.		1873.
Stock, January 1,			12,900	....	11,300
Imported,			32,200	....	42,000
Supply,			45,100	....	53,300
Stock, January 1, 1875,			4,700	....	....
Exported, 1874,.....	18,675 }		40,400	....	{ 16,200
Home consumption, 1874,.....	21,725 }				
					{ 24,200
<i>Whale Oil.</i>					
Stock, January 1,.....			20,700	....	16,700
Imported,.....			37,800	....	40,000
Supply,			58,500	....	56,700
Stock, January 1, 1875,			10,800	....	....
Exported, 1874,.....	3,300 }		47,700	....	{ 2,150
Home consumption, 1874,	44,400 }				
					{ 33,850
<i>Whalebone.</i>			<i>Lbs.</i>		<i>Lbs.</i>
Stock, January 1,.....			165,800	....	235,000
Imported,.....			345,500	....	206,400
Supply,			511,300	....	441,400
Stock, January 1, 1875,			145,000	....	....
Exported, 1874,	164,500 }		366,300	....	{ 120,500
Home consumption, 1874,.....	201,800 }				
					{ 155,100

AVERAGE PRICES OF OIL AND WHALEBONE FOR THE LAST TWENTY YEARS.

	<i>Sperm.</i>		<i>Whale.</i>		<i>Bone.</i>
Average for 1874,.....	\$1 59	....	\$0 60½	....	\$1 10
“ “ 1873,.....	1 48	....	0 62	....	1 08
“ “ 1872,.....	1 45½	....	0 65½	....	1 28½
“ “ 1871,.....	1 35	....	0 60	....	0 70 gold.
“ “ 1870,.....	1 35½	....	0 67½	....	0 85
“ “ 1869,.....	1 78	....	1 01¾	....	1 24
“ “ 1868,.....	1 92	....	0 82	....	1 02½
“ “ 1867,.....	2 23½	....	0 73½	....	1 17½
“ “ 1866,.....	2 55	....	1 21	....	1 37
“ “ 1865,.....	2 25	....	1 45	....	1 71
“ “ 1864,.....	1 78	....	1 28	....	1 80
“ “ 1863,.....	1 61	....	0 95½	....	1 53
“ “ 1862,.....	1 42½	....	0 59½	....	0 82
“ “ 1861,.....	1 31½	....	0 44½	....	0 66
“ “ 1860,.....	1 41½	....	0 49½	....	0 80½
“ “ 1859,.....	1 36½	....	0 48½	....	—
“ “ 1858,.....	1 21	....	0 54	....	0 92½
“ “ 1857,.....	1 28½	....	0 73½	....	0 96½
“ “ 1856,.....	1 62	....	0 79½	....	0 58
“ “ 1855,.....	1 77	....	0 71	....	0 45½

RECAPITULATION OF THE VESSELS EMPLOYED IN THE WHALE FISHERY,
JANUARY 1, 1875.

	<i>Ships and Barks.</i>		<i>Brigs.</i>		<i>Schooners.</i>		<i>Tons.</i>
New-Bedford,.....	102	....	2	....	3	....	29,541
Fairhaven,.....	1	....	..	....	2	....	471
Dartmouth,.....	2	....	..	....	..	....	443
Westport,.....	5	...	..	....	..	....	1,148
Marion,.....	..	....	..	....	2	....	176
District of New-Bedford,	110	....	2	....	7	....	31,779
Edgartown,.....	2	....	..	....	..	....	333
Provincetown,....	..	....	1	....	17	....	1,722
Boston,.....	1	....	3	....	2	....	670
New-London,.....	4	....	1	....	9	....	2,627
Sag Harbor,.....	..	....	1	....	..	....	116
New-York,.....	1	....	..	....	1	....	241
San Francisco,.....	1	....	..	....	..	....	245
Total, Jan. 1, 1875,....	119	....	8	....	36	....	37,733

IMPORTATIONS OF SPERM OIL, WHALE OIL AND WHALEBONE INTO THE
UNITED STATES IN 1874.

	<i>Bbls. Sperm.</i>		<i>Bbls. Whale.</i>		<i>Lbs. Bone.</i>
New-Bedford,.....	25,480	....	26,340	....	321,637
Fairhaven.....	85	....	....	....	....
Marion,.....	266	....	....	....	....
District of New-Bedford,	25,831	....	26,340	....	321,637
Provincetown,.....	1,392	....	1,132	....	....
Boston,.....	3,058	....	974	....	8,609
New-London,.....	59	....	3,684	....	15,314
New-York,.....	1,863	....	5,652	....	....
Total,.....	32,203	....	37,782	....	345,560

IMPORTS FOR EACH MONTH DURING THE YEAR 1874.

	<i>Bbls. Sperm.</i>		<i>Bbls. Whale.</i>		<i>Lbs. Bone.</i>
February,.....	1,046	....	1,208	....	199,206
March,.....	38	....	120	....	....
April,.....	960	....	11,654	....	18,709
May,.....	4,363	....	2,968	....	7,250
June,.....	4,624	....	7,088	....	1,350
July,.....	3,078	....	1,498	....	....
August,.....	3,669	....	2,547	....	....
September,.....	7,061	....	4,274	....	3,967
October,.....	3,646	....	4,383	....	16,009
November,.....	4,318	....	772	....	....
December,.....	....	....	1,270	....	99,069
Total,.....	32,203	....	37,782	....	345,560

EXPORTS OF SPERM OIL, WHALE OIL AND WHALEBONE FROM THE UNITED STATES FOR THE LAST TWELVE YEARS.

	<i>Bbls. Sperm.</i>		<i>Bbls. Whale.</i>		<i>Lbs. Bone.</i>
1874,.....	18,675	....	3,300	....	164,553
1873,.....	16,238	....	2,153	....	120,545
1872,.....	24,344	....	1,528	....	177,932
1871,.....	22,156	....	18,141	....	387,199
1870,.....	22,773	....	9,872	....	347,918
1869,.....	18,645	....	3,842	....	311,605
1868,.....	18,619	....	9,885	....	707,882
1867,.....	25,147	....	18,253	....	717,796
1866,.....	10,630	....	618	....	521,400
1865,.....	20,158	....	1,660	....	202,100
1864,.....	45,000	....	12,000	....	530,000
1863,.....	18,366	....	11,297	....	279,394

The number of vessels and amount of tonnage employed in the whale fishery since 1868, have been as follows:

	<i>Ships and Barks.</i>		<i>Brigs.</i>		<i>Schooners.</i>		<i>Tons.</i>
January 1, 1875,.....	119	..	8	..	36	..	37,733
" 1874,.....	130	..	7	..	34	..	41,191
" 1873,.....	153	..	12	..	38	..	47,996
" 1872,.....	171	..	13	..	36	..	52,701
" 1871,.....	216	..	18	..	54	..	69,372
" 1870,.....	218	..	22	..	81	..	73,137
" 1869,.....	223	..	25	..	88	..	74,519
" 1868,.....	223	..	17	..	89	..	74,594

NORTH PACIFIC FISHERY.

The following table shows the number of American ships engaged in the North Pacific fishery for the last eight years, and the average quantity of oil taken:

			<i>Lbs. Whale.</i>		<i>Total.</i>
1867,.....	90 ships averaged....		640	.....	57,620
1868,.....	61 " "		708	.....	43,230
1869,.....	43 " "		890	.....	38,275
1870,.....	46 " "		1,069	.....	49,205
1871,.....	40 " " .....		....	.....	15,000
1872,.....	27 " "		729	.....	19,680
1873,.....	29 " "		665	.....	19,300
1874,.....	22 " "		915	.....	20,120

ANNUAL REVIEW OF THE TEA TRADE OF NEW-YORK, FOR THE YEAR 1874.

	Green.	Japan.	Souchong and Congou.	Oolong.	Sorts, including Powchong.	Total Black.	Grand Total.
Stock held by importers January 1, 1874,.....	3,426,700	1,359,988	538,150	4,183,956	140,147	4,862,253	9,648,941
Receipts January 1st, 1874, to December 31st, 1874,.....	24,050,793	19,383,569	4,467,328	12,200,157	253,722	16,921,207	60,355,569
	27,477,493	20,743,557	5,005,478	16,384,113	393,869	21,783,460	70,004,510
Exports January 1st to December 31st, 1874,..	2,510,887	2,370,315	560,668	350,684	....	911,352	5,792,554
	21,966,606	18,373,242	4,444,810	16,033,429	393,869	20,872,108	64,211,956
Stock held by importers January 1st, 1875,.....	5,396,970	1,569,637	560,034	4,238,970	21,800	4,820,804	11,787,411
Apparent consumption for year 1874,.....	19,569,636	16,803,605	3,884,776	11,794,459	372,069	16,051,304	52,424,545
do. do. 1873,.....	18,072,017	14,977,922	3,060,874	14,287,603	630,488	17,978,965	51,028,904
do. do. 1872,.....	19,998,389	12,500,000	2,800,000	13,200,000	135,194	16,135,194	48,633,583
do. do. 1871,.....	21,088,226	10,310,090	2,912,645	13,279,541	263,867	16,456,053	47,854,369
do. do. 1870,.....	15,279,384	7,634,139	1,383,119	9,499,592	117,862	11,000,573	33,964,096

The above tables are made up as usual, based upon reports from the "Board of Trade," as to the stock in importers' hands on the first of January, 1874 and 1875, and upon linguists' reports from China and Japan for the aggregate receipts during the calendar year of 1874.

Included in the receipts are an aggregate of 16,318,604 lbs. *via* San Francisco, against 8,835,842 lbs., and from and *via* England, 5,853,287 lbs., against 2,732,901 lbs. for 1873. During the year seven steamers arrived from China and Japan, *via* Suez Canal, bringing a total of 10,948,495 lbs., against four steamers, and 6,204,787 lbs. in 1873.

The above table show a distribution during the year of 52,424,545 lbs., but as they are confined to the port of New-York, it will be necessary to add 5,857,713 lbs. distributed at San Francisco and elsewhere, in order to ascertain the apparent consumption for the whole country. These figures together make a total of 58,282,258 lbs., against 54,028,904 lbs. for 1873, and an increase in the distribution of 4,253,354 lbs.

The only feature in the movement of tea during the year beyond the ordinary fluctuations of the market worth noting, is the increasing popularity of the Japan leaf with consumers. In many dis-

tricts where the finest lines of Greens have heretofore found buyers. Japans have, to a considerable extent, taken their place.

January.—The buoyancy in the market noted at the close of our report for 1873 continued during the first two weeks, and prices, as a rule, were not only maintained, but, to some extent, showed a further advance. Greens were in good demand, and a large business was done in goods on the spot, and to arrive by vessels near at hand. Fine and finest Moyunes, and finest Teenkais were most in request, and at extreme prices. Pingsueys met with more inquiry, attention having been drawn to them by their comparatively low prices, and an improvement in values was the result. A rather better inquiry was developed for low grade chops of Fychows. Japans continued in favor with the trade, and were freely taken, both here and to arrive, at prices showing a further advance of 2 @ 4c., grades below "finest" meeting with the readiest sale, and realizing the largest improvement. Oolongs were in good demand, at a further advance of 2 @ 3c. on all grades below "fine," of old as well as new. Formosa kinds were in good demand, and all grades of new met with ready sale at full prices, the finest lines showing an advance of 2 @ 5c. Congou and Souchong were in limited supply, and the few new goods to hand were readily taken at very full prices. Towards the close of the month the demand experienced a decided check, and prices current during the early part of the month were only nominal.

February.—The month opened quiet, and transactions, except in Greens, were comparatively limited, at gradually declining prices. Receivers of Greens, as a rule, were free sellers, and the volume of business was, therefore, comparatively large. Prices yielded to the disposition to sell, and the market closed weak and somewhat unsettled at 4 @ 5c. below chop values realized early in January; the principal decline, however, was in the finer lines of the chops. The better class of Moyunes and Teenkais continued most in favor. Pingsueys found buyers to a fair extent during the month at irregular prices. Japans receded in value, the decline being about equal to the advance quoted for January, grades below "finest" suffering most. The arrival of a fair supply by sail, and the absence of an active distributing demand, were the chief disturbing elements in the market for these goods. Oolongs were comparatively neglected; transactions in all descriptions of old and new crop showed at the close a decline of 2 @ 5c. on quotations for last month. Congou and Souchongs were unchanged, both as to supply and market values.

March.—During the month dullness and depression were the ruling features of the market, and transactions, except in Greens, were quite limited. These were freely realized by importers, and, under the pressure to sell, prices for the higher grades steadily declined, the market closing more or less unsettled at 3 @ 4c. below chop values current for Teenkais and Moyunes in February. Ping-

sueys showed but little change in value, the supply having become somewhat reduced. A moderate business was done in Japans. Early in the month a decline of 2c. on all grades below "fine" was submitted to, but supplies in first hands becoming nearly exhausted, the market reacted somewhat, and closed firm for all grades at prices current last month. Oolongs were still neglected, and the few sales made showed a marked decline upon prices realized during the early part of February. Congou and Souchongs were without important change, both supply and demand being quite limited.

April.—The most notable feature of business in tea during the month, was a liberal movement in Greens and a moderate one in new crop Oolongs, both at quotations rather below those current last month. In other descriptions, transactions were scarcely worth noting. Greens were pressed to sale, and taken by the trade at irregular but declining prices, especially for the fine lines of Gunpowder and Young Hyson. These accumulated in dealers' hands, owing to the falling off in the demand from districts heretofore the largest buyers, Japans having to a considerable extent taken their place. At the close there was evidence of a returning confidence among importers, and the market evinced a steadier tone. Japans were comparatively inactive, mainly from the absence of stock in first hands; prices were well maintained. The few goods arriving *via* Pacific Mail route found buyers at prices showing no material change. Oolongs moved with rather more freedom, but at unsatisfactory prices. Business was confined almost entirely to new crop goods, and mainly on a basis of 23 to 25 cents gold per lb., for fair to good cargo grades. In Congou and Souchongs, the stock was quite limited, and transactions unimportant.

May.—The market during the month ruled dull and weak for most descriptions. The demand for Greens of all grades was comparatively inactive, and while there was no marked change in quotations, it was difficult to find buyers without more or less concession on chop values realized last month. Holders, however, were disinclined to press sales, preferring to take the chances of a better consumptive demand hereafter. Japans met with a good inquiry, and previous quotations were well maintained. Sales and shipments to Canada were large, thus reducing the supply available prior to the receipt of the new crop, to one cargo and part of another. Oolongs continued without animation, the trade confining their purchases to moderate parcels of new season's import for immediate distribution. The market closed without improvement in values. Congous and Souchongs were in limited demand, as well as supply. Medium grades were lower.

June.—The demand for most descriptions of tea during the early part of the month was limited to the current requirements for consumption, and quotations showed a decline of 2 @ 3c. for Japans and Oolongs, with little or no change in Greens. These last were in moderate inquiry, the trade buying only for immediate distribution. Holders, however, were less inclined to press sales, and prices

were substantially unchanged. Towards the close an increased demand from the trade was developed for good to fine chops of Teenkais and Moyunes, in anticipation of a better country demand in July. Japans opened with a fair demand at the decline noted. Musters of the new leaf from shipments *via* San Francisco reached this on the 25th. These were at once placed on offer, and considerable sales were effected at prices ranging from 55 @ 75c. gold for parcels, including fine to choice goods. Oolongs continued out of favor, and only a fair aggregate business was done. Congou and Souchong remained unchanged.

July.—The increased demand for Greens noted at the close of last month continued during the early part of this, and considerable sales were made at prices showing an improvement of 1 @ 2c. on the more desirable parcels. Towards the end of the month, dealers failing to realize their anticipations in regard to an increased demand from the country, the market closed with less animation, and part of the advantages previously gained were lost to the sellers. An active business in Japans prevailed, but at gradually declining prices. The desire to realize the receipts of the new crop promptly, led to the acceptance by importers of decidedly lower figures, and a decline of seven to ten cents upon opening prices was submitted to. Old crop showed a marked decline upon previous values, the better grades suffering most from the competition with new leaf. At the close very few old teas remained in first hands, and quotations were almost nominal. Oolongs continued inactive, without quotable change in values. An invoice of new Formosa was received *via* San Francisco, and placed on private terms. Nothing worthy of notice was done in Congou and Souchongs.

August.—The most noticeable features of the market during the month, was the absence of the activity which ordinarily prevails at this period of the year, and a general disposition of holders to realize their remaining stocks of old Greens prior to the arrival of the new. Under the pressure to sell, a decline of 1 @ 2c. on chop values current at the close of last month was submitted to. The increased popularity of Japans with consumers, induced dealers in Greens to operate with caution while business continued depressed, and inclined holders to realize as rapidly as possible. A disposition to press sales of Japans led to a decline of 1 @ 2c. in "good medium" to "fine" grades. Towards the close, however, they met with a more steady demand, and the bulk of the shipments thus far to hand were taken by the trade at prices showing no further change. Oolongs met with more inquiry, and aggregate sales were reported of 25 to 30,000 half chests. The business was mainly confined to cargo grades, and for these the market closed firm at an advance of 1c. per pound. Fine grades were neglected. New Formosas were difficult to move, and quotations were nominal. Congou and Souchongs were quiet. Transactions in the new crop "Ningchows" were reported to the extent during the month of about 2,000 half chests, on private but unsatisfactory terms.

September.—During the month the tone of the tea market may be summed up in a few words, viz.: Firm for cargo and weak for the better grades of Oolongs; steady, with a slight advance on fine grades of Japans, weak and declining for all grades of Green, and unsettled for Congou and Souchong. The disposition to realize the remaining stock of old Greens prior to the arrival of the new, became more manifest toward the end of the month, and a further decline of 2 @ 3c. on chop values resulted from it. Included in the business reported were sales of about 8,000 packages of new Pingsueys. These goods opened at 7 @ 10c. below prices of last season for all lines above cargo, and the disposition to realize promptly, either at public or private sale, led to a decline upon opening rates of 5 @ 7c. Very few of the chops yet received were satisfactory in make or color of leaf, though good as a rule in the cup. Musters of one or two chops of the new Teenkais were received and shown on the market, but no business in them was reported. A steady demand prevailed for Japans, at prices indicating no change in the lower grades. For fine to finest kinds, an advance of 1 @ 2c. was realized. For Oolongs no quotable change was indicated; cargo kinds were in fair demand, though at the close there was less disposition to buy. Formosas were difficult of sale. Congou and Souchong moved slowly.

October.—The ruling of the market during this month was decidedly unsatisfactory. Holders of old crop Greens continued to press their stocks to sale regardless of cost, and considerable business resulted at prices showing a further decline of 2 @ 5c. in chop values. Transactions in "New" thus far were quite limited, owing less to the desire of importers to sell, than the indisposition of dealers to buy. A single chop of finest Teenkai, two or three of Shanghai packed, and one of good Fychow, covered the transactions other than in Pingsueys. Japans ruled steady, with a fair demand from the trade until the 22d, when an invoice of 2,500 half chests were offered at auction from second hands. The effect of this movement was to check the disposition to buy, and unsettle confidence in the future, and a subsequent sale of 1,600 half chests resulted in a reduction on previous quotable values of 3 @ 4c. Oolongs of cargo grades found buyers to a fair extent early in the month at rather better rates; but unreserved sales under the hammer of old goods from second hands, reduced quotations fully 2c. per pound upon those current last month. Two small parcels of new Amoy were sold on private terms, but it was understood at prices showing a heavy loss on cost of importation. Formosas continued difficult of sale, and the few small parcels disposed of showed a further decline in values. Congous and Souchongs were dealt in to a limited extent only, at prices 3 @ 5c. below those realized last month.

November.—During the month no change for the better in the condition or immediate prospects of the tea market was developed; at the close, however, there was rather less disposition to press sales at current prices, but a depressed feeling prevailed with all classes

of the trade, and a tendency to a lower scale of values continued on most descriptions. New crop Greens other than Pingsueys were not freely offered, and comparatively few were pressed to sale. The market continued in an unsettled condition, and prices realized for these were but little above last month's figures for old. About 8,000 packages Pingsueys were sold (mainly under the hammer) at prices materially below those current in October. Japans were in fair demand, and for desirable invoices, at full previous quotations; at the close "fine" to "choice" were wanted, and first crop teas of these grades commanded rather better prices. Stock in first hands as a rule was firmly held. Oolongs were dull and difficult of sale except at a decline of one to two cents for old crop, while the new crop opened but little above the figures previously current for old. About 9,000 half chests new Amoy found buyers on a basis of 25c. gold, for invoices grading "superior cargo." Formosas sold slowly at a further decline of 3 @ 5c. Congous and Souchongs were comparatively unchanged, and but little business reported.

December.—Early in the month the question of duty was again raised, partly by the suggestions in the President's Message to Congress, and Report of the Secretary of the Treasury, of a probable necessity for increased revenue, but mainly by the introduction and reference to the Ways and Means Committee of the House of Representatives of a bill restoring the old rate of fifteen cents, to take effect on the 1st of March, 1875. A decided change in the tone of the market at once prevailed, and large sales from first and second hands were reported from day to day at steadily advancing prices, resulting in a business fully equal to that of the corresponding month of last year, when similar causes controlled the market. Greens ruled strong, with considerable demand from the trade, especially for fine to finest chops. Business was, however, restricted somewhat by the indisposition of holders to meet the market. The sales included several fine chops of last season's import, at prices showing an advance of 5 @ 7c. over those of last month. The later sales of new indicated a similar improvement. Pingsueys shared in the upward movement, and Greens generally at the close showed a strong market. Japans were in large demand, both for speculative and regular trade purposes, the sales including considerable portions of the cargoes under sail for this port. Quotations at the close showed a marked advance. Oolongs were active and the business large. Much of it was speculative and made up largely of sales and resales of old crop Foochow goods. These showed an advance of 4 @ 5c. About 20,000 half chests new Amoy and 3,800 new Foochows were included in the business reported, the latter covering two fine "strings." Formosas met with ready sale at prices showing a decided reaction from the low values quoted last month. Congou and Souchongs were in small supply, and business in them during the month was of but little importance.

ANNUAL REVIEW OF THE DRUG TRADE OF NEW-YORK,
FOR THE YEAR 1874.

THE drug trade for the year 1874 has shared in the general depression, but it has probably suffered less than most other branches. This trade has two relations, which are quite distinct; to wit, technical and medicinal; in other words, its relation to the industrial arts and its relation to medicinal needs.

Carefully compiled statistics show that the consumption of goods, which are exclusively medicinal, varies but little from year to year, the rule being a regular increase about in proportion to the gain in population, which is commonly estimated at about $2\frac{1}{2}$ per cent. per annum. For example: Opium is a valuable product, and its uses are entirely medicinal; the average annual importation of this drug for the past three years has been 171,000 lbs., and the entry for consumption in 1874 was 170,706 lbs.; value, including specific duty of \$1 per lb., \$1,115,938, which is a trifle below the average annual consumption.

On the medicinal side, the government statistics appear to confirm the general impression, that there has been a careful business, a steady and legitimate demand for goods, while no increase in stocks has taken place. There has been, throughout the entire year, much caution in purchases, as well as economy in the prosecution of business, as a natural result of the panic, which preceded the opening of the year. The tendency of credits has been to narrower limits, and goods in this line are now sold upon a basis of cash, payable within 30 days, and settlements are either made promptly at maturity, or interest is added and paper taken at short date, as a rule, within a period of 60 days; consequently, the trade in general is very sound, and its tendency has been to fewer hands. With credits closely limited, purchases have been made more frequently, and in lesser amounts and greater varieties, involving more varied stocks as well as increased expenses, and hence, as far as can be ascertained, the smaller houses have suffered, while the larger ones have been benefited.

On the technical side, (the connection of the business with the industrial arts,) the report is less favorable, as in this relation there is the most intimate sympathy with all manufactures. There is no industrial pursuit, however large or limited, that does not depend in some degree upon drugs and chemicals.

The past year has not been a prosperous one for the manufacturer or importer of chemicals, as the demand for this class of goods has been less than usual, and there has been such a steady decline in values, that the profits of the manufacturer have been absorbed in

the inevitable delay attending production. An improvement in the demand for manufactured goods is anticipated, but our so-called protective policy is not favorable to any continued development of manufactures, as at the present time most natural materials, as well as implements and machinery, are heavily taxed, in many instances, the tax on material exceeding the protection on the manufactured article. Almost all drugs and chemicals (in the interest of humanity as remedies, and in the interest of manufactures as necessary materials) should be added to the free list, because the revenue, derived from these goods, is quite unimportant, in total at present, from all drugs, not more than \$2,000,000, and from chemicals, about \$3,000,000. But since the issue of the late war, the commercial interest has been unfavorably regarded, in fact, hardly represented in our national councils, which is a misfortune, because the commercial interest, being the only one that truly represents every other interest, is therefore better fitted to direct industrial policy than any other. We shall never have a sound financial or wise economic policy until more place is accorded to commerce in advising legislation. "When a country wilfully and deliberately destroys its commerce, it does what a commercial house might be supposed to do, if it should discharge all its salesmen and cease to advertise its wares. Our agricultural rulers do not comprehend the importance of the mercantile office, because their grosser products require only cheap facilities, transportation, &c., to market, to dispose of themselves. Manufactures, the products of art, are never so disposed of; the very name art, implies skill, culture. The more advanced the products of a country, the greater the importance of commerce.

"Any country, debarred of commerce, may be assumed to be more or less barbarous, or, at best, like China, an imprisoned workshop, where a few are masters and the many, slaves.

"The scope of *restricted legislation* should be as limited as possible.

"The right of *free commerce* for the citizen must be well maintained, or *freedom and progress* will cease."

Appended tables give the annual average consumption for the past three years, and the actual entries for consumption, during the past year, which will exhibit the progress of the trade:

	Average quantities per year, during past three years.		Quantities im- ported, during past year.
Acid, Benzoic,.....lbs.	2,305	..	2,244
" Boracic,....."	853,312	..	233,955
" Carbolic,....."	....	..	....
" Chromic,....."	493	..	44
" Citric,....."	166,785	..	91,788
" Oxalic,....."	670,394	..	640,912
" Tartaric,....."	49,340	..	2,673
Aconite, Leaf and Root,....."	7,782	..	1,263
Alum, Substitute, Cake, &c.,....."	4,089,678	..	4,053,588
Aloes,....."	163,953	..	112,079
Ammonia, Carb.,....."	692,789	..	653,048
" Muriate,....."	775,983	..	783,504
" Sulph.,....."	846,326	..	1,648,000

	Average quantities per year, during past three years.		Quantities im- ported, during past year.
Aniline Dyes,.....lbs.	135,339	..	182,952
Annatto, Seed and Ext.,.....	211,149	..	130,561
Antimony, Sulphuret, Crude,.....	.....	..	.....
Argols, Crude,.....	3,875,550	..	3,190,247
“ Refined and partly Refined,.....	2,740,651	..	2,504,225
Arrowroot,.....	868,541	..	948,054
Arsenic,.....	1,119,421	..	1,636,335
Asphaltum,.....	3,313,994	..	2,366,295
Balsam Copaiba,.....	105,538	..	79,409
“ Fir,.....	25,386	..	33,144
“ Peruvian,.....	5,426	..	7,180
“ Tolu,.....	23,565	..	22,851
Bark, Cinchona, all,.....	4,144,092	..	5,140,500
“ other Medicinal,.....	427,779	..	369,461
Baryta, Sulph.,.....	5,844,163	..	4,788,966
Berries, Juniper,.....	.....	..	.....
“ for Dyeing,.....	.....	..	.....
Bismuth,.....	.....	..	.....
Borax, Refined,.....	16,229	..	3,860
Buchu Leaves,.....	142,934	..	94,926
Belladonna, Leaf and Root,.....	9,827	..	2,500
Cantharides,.....	15,000	..	7,323
Chalk, French,.....	143,631	..	22,268
“ Red,.....	28,222	..	4,707
“ White,.....	56,707,392	..	65,898,672
Chamomile Flowers,.....	.....	..	.....
Chloroform,.....	26	..	15
Cocoa, Crude and Shells,.....	4,556,611	..	3,625,706
Cobalt, Ore,.....	6,783	..	3,798
“ Oxide,.....	1,125	..	1,404
Cocculus Indicus,.....	24,933	..	22,837
Cochineal,.....	1,498,817	..	1,820,603
Collodion,.....	7	..	10
Conium, Leaf and Seed,.....	539	..	325
Copper, Acetate,.....	297	..	737
“ Sub Acetate,.....	150,408	..	105,500
“ Sulphate,.....	56,252	..	14,598
Cubebs,.....	87,900	..	47,596
Cudbear,.....	390,497	..	355,106
Cuttlefish Bone,.....	32,156	..	46,586
Colocynth Apple,.....	16,443	..	5,892
Digitalis Leaves,.....	4,016	..	447
Ergot,.....	35,407	..	31,304
Ethers,.....	835	..	470
Extract Opium and Opium prep'd for Smök- ing,.....	52,913	..	55,345
Garancine,.....	7,678,052	..	7,511,013
Gelatine,.....	134,634	..	155,233
Gum Arabic,.....	2,708,655	..	3,021,617
“ Assafoetida,.....	.....	..	.....
“ Benzoin, Copal, Damar, Gamboge, Shellac,.....	8,080,438	..	6,852,674
“ Camphor,.....	1,002,216	..	789,737
“ “ Refined,.....	13,669	..	20,231
“ Catechu and Gambier,.....	16,614,750	..	18,568,335
“ Opium,.....	170,943	..	170,706
“ Substitute,.....	133,927	..	237,376
“ Tragacanth, Galbanium, Myrrh, &c.,..	281,389	..	237,281
Honey,.....galls.	102,961	..	121,206

	Average quantities per year, during past three years.		Quantities im- ported, during past year.
Hops,	lbs. 3,982,082	..	4,337,886
Hyosciamus Leaves,.....	" 4,825	..	2,048
Indigo,	" 1,255,365	..	1,122,632
Iodine, Crude,.....	" 51,429	..	23,861
" Resublimed,.....	" 90	..	2
Iron, Sulphate, (Copperas,).....	" 344,525	..	170,511
" Acetate,	" 51	..	....
Isinglass, .....	" ....	..	....
Lac Dye,.....	" 165,073	..	66,520
Lac, Seed, Button and Stick,.....	" 70,313	..	67,536
Lead, Acetate,.....	" 331	..	13
Lime, Chloride,.....	" 37,794,036	..	39,184,641
Licorice Paste,.....	" 2,093,468	..	1,440,031
" " in stick,.. }			
Magnesia, Acetate,.....	" 82	..	....
" Calcined,.....	" 16,807	..	12,988
" Carb.,.....	" 138,613	..	192,269
" Sulph., (Epsom Salts,).....	" 82,618	..	66,793
Manganese, (Oxide and Ore,).....	" 1,244,535	..	1,507,448
Manna,.....	" 25,194	..	9,256
Mercury,.....	" 173,818	..	51,202
" Blue Mass,.....	" 729	..	259
" Calomel,.....	" 6,633	..	6,138
Morphine,	ounces, 712	..	1,308
Musk and Civet,.....	" 4,173	..	4,644
Nux Vomica,.....	lbs. 323,426	..	297,213
Oils, Animal,.....	....	..	....
" " Cod Liver,....	galls. ....	..	....
" Vegetable, Expressed, Almond,.....	lbs. 26,953	..	17,123
" " " Castor,	galls. 2,624	..	899
" " " Cocoa,.....	" 198,092	..	112,716
" " " Croton,	lbs. 5,461	..	5,059
" " " Flaxseed,.....	galls. 30,439	..	68,873
" " " Hemp and Rape, "	" 2,067	..	1,015
" " " Laurel,	lbs. 1,967	..	1,221
" " " Mace,.....	" 508	..	134
" " " Nut,	galls. 48,097	..	10,450
" " " Olive,	" 132,729	..	107,382
" " " " Salad,...	" 175,087	..	158,548
" " " Palm,.....	" 891,072	..	882,077
" " " Sesame,.....	" 10,473	..	7,377
" " Essential, Almond,.....	lbs. ....	..	....
" " " Amber,.....	" 2,987	..	2,189
" " " " Rect'd,...	" 1,252	..	273
" " " Anise,.....	" 13,104	..	4,246
" " " Bay Leaves,.....	oz. 193	..	19
" " " Bergamot,.....	lbs. 43,900	..	44,753
" " " Cajeput,.....	" 2,616	..	3,070
" " " Caraway,	" 6,417	..	8,873
" " " Cassia,.....	" 23,257	..	12,751
" " " Cinnamon,.....	" 179	..	316
" " " Citronella,.....	" 37,642	..	27,656
" " " Cloves,	" 199	..	300
" " " Cognac,	oz. 98	..	3
" " " Cubebs,.....	lbs. 340	..	25
" " " Fennel,.....	" 550	..	186
" " " Fruit, ethers,....	" 215	..	158
" " " Fusel,.....	galls. 75	..	21
" " " Juniper,	lbs. 7,823	..	6,099

	Average quantities per year, during past three years.		Quantities im- ported, during past year.
Oils, Vegetable, Essential, Lavender, lbs.	38,146	..	33,663
“ “ “ Lemon and Or’ge, “	71,619	..	71,582
“ “ “ Patchouly, . . . . . “	....	..	....
“ “ “ Rose, ounces,	9,770	..	11,308
“ “ “ Rosemary, lbs.	....	..	....
“ “ “ Thyme, “	45,388	..	32,470
“ “ “ “ White, .. “	1,860	..	1,282
“ “ “ Valerian, “	94	..	58
Phosphorus, lbs.	....	..	....
Pitch, Burgundy, “	35,047	..	97,408
Potass, Acetate, “	25	..	....
“ Bicarb., or Saleratus, “	445,389	..	440,330
“ Chlorate, “	703,476	..	804,346
“ Chromate and Bichromate, “	1,227,561	..	1,387,051
“ Iodide, “	1,197	..	1,040
“ Muriate, “	7,010,442	..	7,444,280
“ Nitrate, Crude, “	7,790,723	..	8,280,341
“ “ Partly Refined and Refined, “	520,366	..	166,277
“ Prussiate, Red, “	8,163	..	21,515
“ “ Yellow, “	149,060	..	151,057
Quinine, oz.	75,301	..	68,097
Roots, Alkanet, lbs.	6,049	..	1,110
“ Chicory, ground and unground, “	3,693,856	..	4,151,187
“ Colombo, “	41,108	..	32,095
“ Dandelion, . . . . . “	....	..	....
“ Gentian, “	51,264	..	59,506
“ Ginger, “	2,562,034	..	2,089,712
“ Ipecac, “	28,161	..	26,202
“ Jalap, “	63,782	..	116,053
“ Licorice, “	9,355,176	..	12,515,177
“ Madder, “	469,308	..	85,701
“ “ ground, “	5,862,755	..	1,817,309
“ Orris, “	49,036	..	31,344
“ Rhubarb, “	72,380	..	55,273
“ Sarsaparilla, “	623,012	..	281,718
“ Squills, “	38,855	..	40,234
Rose Leaves, “	486	..	66
Rosin, “	24,371	..	14,072
Salt, bags, “	318,700,807	..	358,375,496
“ bulk, “	357,647,860	..	427,294,209
Safflower and Extract of, “	136,447	..	98,255
Saffron, “	4,115	..	2,409
Santonine, “	550	..	811
Scammony, “	331	..	305
Seeds, Anise, “	145,298	..	48,399
“ “ star, “			
“ Canary, bushels,	48,605	..	35,383
“ Cardamom, lbs.	27,785	..	22,346
“ Caraway and Coriander, “	531,994	..	554,800
“ Castor, . . . . . “	....	..	....
“ Cumin, Fenugreek and Fennel, “	200,949	..	148,840
“ Flax, “	161,606,220	..	158,832,480
“ Hemp, “	538,098	..	627,766
“ Mustard, “	1,402,560	..	731,699
“ Rape and Poppy, “	279,885	..	367,358
“ Worm, Levant, “	95,873	..	80,624
Senna Leaves, “	202,064	..	180,740
Soda, Acetate, “	39	..	77
“ Ash, “	160,274,833	..	149,203,789

		Average quantities per year, during past three years.		Quantities im- ported, during past year.
Soda, Bicarb.,	lbs.	11,991,473	..	11,873,182
“ Carbonate,	“	26,650,489	..	31,126,647
“ Caustic,	“	31,048,786	..	34,282,189
“ Nitrate,	“	52,517,717	..	61,978,316
“ Silicate,	“	449,336	..	125,870
“ Sulphate,	“	79,433	..	169,046
Soap, Castile and other,	“	3,634,435	..	2,820,639
“ Toilet,	“	247,131	..	200,167
Spices, Cassia,	“	1,976,303	..	2,286,216
“ Cassia Buds,	“	36,056	..	34,720
“ Cinnamon,	“	9,440	..	9,655
“ Cloves,	“	1,348,296	..	1,202,586
“ Clove Stems,	“	157,304	..	280,235
“ Mace,	“	74,396	..	63,755
“ Mustard, ground,	“	580,312	..	614,512
“ Nutmeg,	“	881,527	..	854,001
“ Pepper, Black and White,	“	6,992,460	..	6,374,609
“ “ “ “ ground, ...	“	36,278	..	20,782
“ “ Cayenne,	“	107,589	..	74,720
“ “ “ ground,	“	1,560	..	2,050
“ Pimento,	“	1,430,372	..	1,378,258
“ other,	“	2,169	..	98
“ “ ground,	“	167	..	38
Sponges, .....	“	.....	..	.....
Starch,	“	234,385	..	693,546
“	“	6,733	..	12,315
Strychnine,	ounces,	9	..	.....
Sugar Milk,	lbs.	.....	..	.....
Sulphur, Crude,	“	83,552,000	..	91,816,592
“ Flour,	“	106,243	..	114,418
“ Roll,	“	117,798	..	126,980
Sumac,	“	13,302,568	..	16,718,678
Tartar, Cream of,	“	2,720,284	..	2,456,924
“ Emetic,	“	3,277	..	2,732
Tar and Pitch, .....	“	.....	..	.....
Turmeric, .....	“	.....	..	.....
Turpentine, Venice,	“	24,431	..	49,862
Vanilla Beans,	“	20,603	..	12,116
Vinegar,	galls.	358,924	..	312,050
Wax, Bees',	lbs.	17,267	..	16,880
“ Japan, .....	“	.....	..	...
Zinc, Sulphate,	“	19,955	..	.....

ANNUAL REVIEW OF THE FOREIGN DRY GOODS TRADE OF NEW-YORK,
FOR THE YEAR 1874.

THE gross amount of importations of foreign dry goods for 1874, as tabulated below, must not be accepted as an index of results entirely satisfactory to the great mass of merchants; for while there appears but a slight diminution in the total imports, compared with the preceding year, the per centage of decrease in the volume of business in general dry goods was undoubtedly greater than in any year since 1869. The tendency toward overtrading, so noticeable in 1872 and 1873, received a severe but salutary check at the time of the panic, caused by the contraction of sales, consequent upon the necessity felt by all jobbers to realize on outstanding accounts. This fact, together with a more rigid scrutiny of the condition of those seeking to establish new credits, occasioned a reduction of sales throughout the entire year. The general tendency of the market in all classes of dry goods was steadily downward, and the close of the year found prices lower than had prevailed since the beginning of the war. While the immediate results were therefore unsatisfactory, alike to importers and jobbers, the condition of merchants throughout the country was much healthier than at the beginning of the year, and promised an increased business for 1875, based not on speculative but actual wants. The same conservative spirit that marked transactions at the principal distributing points, characterized the dealings of retail merchants, viz.: purchases predicated on actual demands from their customers having ability to pay promptly; and a determined effort to lessen the amount of book accounts, which for some years had represented far more than a legitimate share of assets. These two causes, though undoubtedly lessening the amount of sales for the year in a greater degree than had been expected at the outset, together with the low values of all merchandise, and the light stocks of goods throughout the country, combined to strengthen the belief that a marked improvement would be shown in 1875.

We append the official compilations of imports for the year, giving them first condensed and classified under five heads, viz., woolens, cottons, silks, linens and miscellaneous, as follows:

DESCRIPTION OF GOODS.	<i>Imports of Dry Goods at New-York for the years</i>		
	1872.	1873.	1874.
Manufactures of wool,.....	\$42,794,336	.. \$37,999,047	.. \$34,278,882
“ cotton,.....	28,345,694	.. 25,143,673	.. 22,139,783
“ silk,.....	35,094,096	.. 26,132,541	.. 26,358,883
“ flax,.....	19,085,811	.. 16,191,011	.. 15,065,926
Miscellaneous dry goods,.....	11,511,675	.. 8,694,193	.. 8,676,979
Total imports,.....	\$136,831,612	.. \$114,160,465	.. \$106,520,453

The decrease for the year is nearly seven and a half millions, divided between woolens, cottons and linens, the imports of silks showing a slight increase. The total is thirty millions below the corresponding imports for 1872, and twenty-six millions below the aggregate for 1871. We give the monthly total of all values landed at this port during each month for the past four years, enabling one to note the fluctuations readily:

TOTAL IMPORTS OF FOREIGN DRY GOODS AT NEW-YORK.

MONTHS.	1871.		1872.		1873.		1874.
January,.....	\$8,442,025	..	\$12,967,922	..	\$12,777,993	..	\$8,815,674
February,....	14,548,882	..	17,559,528	..	16,882,878	..	13,481,918
March,.....	18,129,012	..	17,917,463	..	14,936,595	..	12,618,999
April,.....	11,062,459	..	11,231,677	..	8,594,831	..	8,505,351
May,	9,662,228	..	9,821,272	..	6,151,043	..	7,447,629
June,.....	5,951,772	..	5,721,641	..	4,131,241	..	5,151,189
July,	10,247,622	..	10,657,923	..	9,163,691	..	9,898,362
August,.....	19,632,708	..	21,055,838	..	15,345,539	..	14,267,208
September, ...	12,194,996	..	11,519,654	..	10,909,897	..	9,306,002
October,.....	8,611,975	..	7,152,365	..	6,612,745	..	6,090,682
November, ...	7,977,509	..	5,649,893	..	5,503,072	..	6,474,322
December,....	6,019,589	..	5,576,436	..	3,150,940	..	4,463,117
Total, ...	\$132,480,777	..	\$136,831,612	..	\$114,160,465	..	\$106,520,453

In comparing 1874 with 1873 by months, a very heavy decline is apparent in the first three. The above closes the yearly tables as far as the imports of dry goods landed here are concerned, but many are interested in watching the warehousing movement, as distinct from the direct entries, and we therefore present below three separate tables. The first shows the value of the entries made monthly for direct consumption; the second, the value entered monthly for warehousing; the third, the value withdrawn each month from warehouse, to throw upon the market. The first and third added together, make the above total landed at the port; and the aggregate of the first and third will show the total thrown upon the market.

VALUE OF FOREIGN DRY GOODS ENTERED DIRECTLY FOR CONSUMPTION AT THE PORT OF NEW-YORK.

MONTHS.	1871.		1872.		1873.		1874.
January,.....	\$5,683,440	..	\$8,151,308	..	\$7,584,770	..	\$5,798,160
February,....	10,983,545	..	13,222,511	..	11,781,497	..	9,531,550
March,.....	14,400,775	..	13,730,875	..	11,014,986	..	9,460,380
April,.....	8,893,459	..	7,993,045	..	5,696,098	..	6,388,846
May,.....	7,259,242	..	5,956,678	..	4,185,091	..	5,365,996
June,.....	3,858,500	..	2,641,816	..	2,609,570	..	3,329,679
July,.....	6,882,173	..	3,631,988	..	5,581,370	..	6,092,941
August,.....	14,648,416	..	13,172,942	..	10,950,503	..	10,107,467
September, ...	9,587,291	..	7,575,162	..	7,757,651	..	6,797,955
October,.....	6,138,461	..	4,537,155	..	3,427,593	..	4,516,353
November, ...	5,510,864	..	3,561,540	..	2,326,879	..	4,678,647
December,	3,422,301	..	3,203,959	..	1,771,122	..	3,026,311
Total,....	\$97,268,467	..	\$87,378,979	..	\$74,687,130	..	\$75,094,285

VALUE OF FOREIGN DRY GOODS ENTERED FOR WAREHOUSING AT THE PORT OF NEW-YORK.

MONTHS.	1871.		1872.		1873.		1874.
January,	\$2,758,585	..	\$4,816,614	..	\$5,193,223	..	\$3,017,514
February,	3,565,337	..	4,337,017	..	5,101,381	..	3,950,368
March,	3,728,237	..	4,186,588	..	3,921,609	..	3,158,619
April,	2,169,000	..	3,238,632	..	2,898,733	..	2,116,505
May,	2,402,986	..	3,864,594	..	1,965,952	..	2,081,633
June,	2,093,272	..	3,079,825	..	1,521,671	..	1,821,510
July,	3,365,449	..	7,025,935	..	3,582,321	..	3,805,421
August,	4,984,292	..	7,882,896	..	4,395,036	..	4,159,741
September,	2,607,705	..	3,944,492	..	3,152,246	..	2,508,047
October,	2,473,514	..	2,615,210	..	3,185,152	..	1,574,329
November,	2,466,645	..	2,088,353	..	3,176,193	..	1,795,675
December,	2,597,288	..	2,372,477	..	1,379,818	..	1,436,806
Total,	\$35,212,310	..	\$49,452,633	..	\$39,473,335	..	\$31,426,168

VALUE OF FOREIGN DRY GOODS WITHDRAWN FROM WAREHOUSE AT THE PORT OF NEW-YORK.

MONTHS.	1871.		1872.		1873.		1874.
January,	\$2,449,570	..	\$3,746,688	..	\$3,777,683	..	\$3,395,814
February,	3,461,564	..	4,669,132	..	4,910,968	..	4,328,477
March,	4,316,636	..	4,869,621	..	5,997,980	..	4,432,887
April,	2,397,530	..	2,999,688	..	3,269,948	..	2,755,883
May,	1,894,828	..	2,432,527	..	3,025,980	..	2,274,070
June,	1,144,408	..	1,177,210	..	1,586,513	..	1,170,599
July,	2,175,810	..	1,454,534	..	2,454,337	..	1,778,498
August,	4,949,858	..	10,679,771	..	5,630,061	..	5,001,523
September,	3,444,374	..	6,061,532	..	4,173,048	..	3,491,780
October,	1,854,735	..	3,063,010	..	2,136,473	..	2,245,577
November,	1,904,108	..	2,420,515	..	2,077,935	..	1,935,670
December,	1,063,637	..	1,377,659	..	1,760,290	..	993,631
Total,	\$31,057,058	..	\$44,951,887	..	\$40,801,216	..	\$33,804,409

As it may prove of interest to note the yearly fluctuations of total imports, we annex a table showing the several changes :

IMPORTS OF FOREIGN DRY GOODS AT NEW-YORK.

Year.	Invoiced Value.	Year.	Invoiced Value.
1849,	\$44,435,571	1862,	\$56,121,227
1850,	60,106,375	1863,	67,274,547
1851,	62,846,731	1864,	71,619,752
1852,	61,654,144	1865,	91,965,138
1853,	93,704,211	1866,	126,222,825
1854,	80,842,936	1867,	86,263,643
1855,	64,974,062	1868,	80,905,834
1856,	93,362,893	1869,	94,726,417
1857,	90,534,129	1870,	109,498,523
1858,	60,154,509	1871,	132,480,777
1859,	113,152,624	1872,	136,831,612
1860,	103,927,100	1873,	114,160,465
1861,	43,636,689	1874,	106,520,453

All the above figures represent only the foreign gold cost of these goods, freight and duty not included ; and the summary is confined to the receipts of dry goods alone, general merchandise not being represented. When it is borne in mind that dry goods represent only one-third of the total amount of imports of this port, it will be readily appreciated how great a proportion of the revenue of the Government is derived from our merchants. Is it, then, too much to ask that they shall be aided by fixed and intelligent constructions of the tariff, whereby they can operate with safety and profit to themselves ? The arbitrary decisions of the Appraiser's Department, since the codification of the revenue laws, have tended to discourage honest men, and cause them serious loss ; and, persisted in, can only increase the number of that class of merchants whose consciences are as elastic as the rulings of the Government officials.

ANNUAL REVIEW OF THE WOOL TRADE OF NEW-YORK,
FOR THE YEAR 1874.

THE wool trade of 1874 was little if any better than it was during 1873. Indeed, for a period of now nearly three years, the trade has been dragging and unsatisfactory. Throughout the whole of last year prices of almost all descriptions remained steady; fluctuations were very slight, and the quotations of rates current at the beginning of the year remained about the same at its close.

Importations from all places were 58,657 bales, an increase of 14,850 bales over 1873, but still 50,760 bales less than 1872, and 23,544 bales less than 1871. A large share of the wool was imported directly by manufacturers, or for their account, and was consequently not offered on the market for sale.

Re-exports to Europe were 827 bales. The quantity shipped in bond to Canada, from this port, was not as large as usual. The Canadians now import most of their clothing wool directly from England and the Colonies.

There is a continued falling off in the quantity of wool grown in the best sections for fineness and strength of staple, especially in New-York, Pennsylvania and Ohio. In States beyond the Mississippi, rapid progress is being made in wool growing, but the wools in the main are defective in staple and condition, and lack properties that are essential for the manufacture of the best classes of goods. They possess, however, good useful qualities for fabrics of middle grade. It is to be hoped that proper attention to breeding and pasturage will bring about better results in the wools grown in the far west, than have been achieved up to the present period.

The wool manufacturing business has not been satisfactory. Many of the large mills for the manufacture of clothing fabrics are now idle, and most of those running are on short time. The production of cloth has been greatly lessened, yet the goods market remains in an exceedingly unsatisfactory condition.

The tariff question continues to be discussed. Importers and cloth manufacturers are making efforts to obtain, at least, a simplification of the classifications, and an equalization of the rates of duties. Growers of combing and coarse wools are dissatisfied with the law as it is, which discriminates so severely against them. The constant agitation of the subject is likely to bring about a change in the law, sooner or later, but it is hardly probable that any thing will be done during the present session of Congress.

FOREIGN WOOL IMPORTED INTO THE THREE PRINCIPAL MARKETS OF THE UNITED STATES FOR THE LAST FIVE YEARS.

	1874.		1873.		1872.		1871.		1870.
New-York, .....lbs.	25,310,281	..	20,763,807	..	48,883,668	..	39,411,118	..	12,470,351
Boston,..... "	17,966,187	..	25,187,078	..	48,470,413	..	38,093,521	..	15,721,147
Philadelphia,..... "	341,400	..	826,000	..	932,700	..	744,000	..	367,800
Total,.....lbs.	43,617,868	..	46,776,885	..	98,286,781	..	78,248,639	..	28,559,298

FOREIGN WOOL IMPORTED INTO THE PORT OF NEW-YORK FOR THE LAST FIVE YEARS.

<i>Jan. 1 to Dec. 31.</i>	1874. <i>Bales.</i>		1873. <i>Bales.</i>		1872. <i>Bales.</i>		1871. <i>Bales.</i>		1870. <i>Bales.</i>
From Buenos Ayres,.....	590	..	2,593	..	4,923	..	8,866	..	1,821
" Montevideo,.....	4,158	..	6,695	..	5,581	..	3,732	..	855
" Rio Grande,.....	1,513	..	1,680	..	1,756	..	2,196	..	1,489
" Chili,	1,872	..	1,308	..	4,361	..	2,567	..	2,543
" Cape Good Hope,....	5,819	..	3,239	..	15,426	..	9,313	..	908
" Australia, &c.,.....	5,896	..	7,296	..	5,246	..	....	..	....
" England,	19,970	..	11,209	..	45,512	..	37,101	..	10,158
" France,.....	5,497	..	....	..	1,854	..	4,156	..	87
" Russia,.....	10,085	..	10,043	..	13,068	..	10,795	..	7,611
" Smyrna,.....	1,159	..	572	..	1,221	..	....	..	184
" Syria, .....	....	..	264	..	1,755	..	....	..	353
" Antwerp,.....	209	..	512	..	446	..	221	..	194
" Austria,.....	2,109	..	21	..	2,732	..	2,571	..	....
" Greece,.....	4	..	2,100	..	3,500	..	....	..	....
" Casabranca.....	....	..	....	..	1,805	..	....	..	....
" Sundry,.....	603	..	1,260	..	2,041	..	1,642	..	567
	59,484	..	48,792	..	111,227	..	83,160	..	26,770
Re-exported,.....	827	..	4,985	..	1,810	..	959	..	....
	58,657	..	43,807	..	109,417	..	82,201	..	26,770

Total foreign, 1874,.....	58,657 bales,.....	25,310 281 lbs.
" " 1873,.....	43,807 "	20,763,807 "
" " 1872,.....	109,417 "	48,883,663 "
" " 1871,.....	82,201 "	39,411,118 "
" " 1870,.....	26,770 "	12,470,351 "
" " 1869,.....	47,797 "	21,490,430 "
" " 1868,.....	25,788 "	12,319,361 "
" " 1867,.....	38,870 "	17,904,779 "

COASTWISE ARRIVALS.

<i>Jan. 1 to Dec. 31.</i>	1874. <i>Bales.</i>		1873. <i>Bales.</i>		1872. <i>Bales.</i>		1871. <i>Bales.</i>		1870. <i>Bales.</i>
From San Francisco,.....	2,110	..	1,063	..	654	..	1,413	..	5,065
" do. <i>via</i> Aspinwall,	4,517	..	4,825	..	4,643	..	4,983	..	18,674
" do. <i>via</i> Rail-Road,	17,273	..	15,638	..	13,778	..	12,664	..	6,553
" Texas,.....	13,661	..	7,834	..	10,764	..	10,116	..	6,356
" New-Orleans,.....	7,167	..	6,325	..	7,398	..	5,632	..	6,458
" Savannah,.....	1,791	..	834	..	868	..	1,502	..	839
" Sundry Southern,,....	331	..	342	..	961	..	440	..	244
" Interior, by rail-road, } canal and river } steamers,	16,739	..	29,082	..	19,663	..	47,149	..	54,122
" do. in transit,.....	16,124	..	26,775	..	19,095	..	26,316	..	27,496
Total,.....	79,713	..	92,718	..	77,824	..	110,215	..	125,807

STOCK OF WOOL IN THE NEW-YORK MARKET ON THE 1ST JANUARY FOR THE
LAST FIVE YEARS.

DOMESTIC.	1875.	1874.	1873.	1872.	1871.
Domestic Fleece,.....lbs.	1,494,000 ..	1,072,000 ..	694,000 ..	1,729,000 ..	3,150,000
Pulled,.....	410,000 ..	502,000 ..	946,000 ..	881,000 ..	1,120,000
Tub Washed and Scoured, ..	106,000 ..	190,000 ..	139,000 ..	....	....
Texas, coarse,.....	....	560,000 ..	706,000 ..	72,000 ..	185,000
“ fine and medium,....	1,207,000 ..	320,000 ..	456,000 ..	322,000 ..	395,000
California and Oregon, spg.,	1,987,000 ..	540,000 ..	2,247,000 ..	591,000 ..	985,000
“ “ fall,...	1,976,000 ..	1,250,000 ..	1,454,000 ..	2,660,000 ..	1,160,000
“ “ pulled, “	23,000 ..	40,000 ..	142,000 ..	59,000 ..	75,000
Colorado,	20,000 ..	50,000 ..	341,000 ..	122,000 ..	....
Georgia and Lake,.....	43,000 ..	35,000 ..	50,000 ..	....	....
Total domestic,.....lbs.	7,266,000 ..	4,559,000 ..	7,175,000 ..	6,436,000 ..	7,070,000
FOREIGN.	Bales.	Bales.	Bales.	Bales.	Bales.
Cape,	852 ..	1,388 ..	4,883 ..	6,127 ..	278
Australian, &c.,.....	866 ..	1,831 ..	2,043 ..	638 ..	....
Mestiza,.....	541 ..	1,118 ..	1,619 ..	832 ..	51
Coarse South American,.....	71 ..	925 ..	454 ..	193 ..	...
East India,.....	550 ..	1,011 ..	2,000 ..	270 ..	29
Donskoi,	5,310 ..	6,500 ..	700 ..	....	400
Smyrna, Syrian, &c.,.....	....	592 ..	3,218 ..	326 ..	217
Greek, &c.,.....	1,000 ..	....	....	....	....
Mestiza, pulled,.....	250 ..	....	....	....	....
Noils.....	....	230 ..	255 ..	225 ..	20
Mexican,.....	....	491 ..	146 ..	....	....
Sundry, .....	....	313 ..	2,816 ..	840 ..	....
Total foreign,.....bales,	9,440 ..	14,399 ..	18,134 ..	9,451 ..	995
Stock—foreign,.....lbs.	4,034,000 ..	6,970,000 ..	7,811,500 ..	4,735,750 ..	405,750
“ domestic,.....	7,217,000 ..	4,559,000 ..	7,175,000 ..	6,436,000 ..	7,070,000
Total,.....lbs.	11,251,000 ..	11,529,000 ..	14,986,500 ..	11,171,750 ..	7,475,750

STOCK OF WOOL IN THE PRINCIPAL MARKETS OF THE UNITED STATES,
JANUARY 1ST, 1875.

DOMESTIC.	New-York.	Boston.	Philadelphia.
Fleece,.....lbs.	1,494,000	5,750,000	2,420,000
Pulled,.....	410,000	1,426,000	275,000
Tub Washed and Scoured,....	106,000	512,000	178,000
Texas, coarse,.....	1,207,000	32,000	60,000
“ fine and medium,			
California, Spring, and Oregon, “			
California, Fall,.....	1,987,000 }	5,007,000	110,000
California, Pulled,	1,976,000 }		
Colorado,	23,000 }		
Georgia and Lake,.....	20,000	35,000	728,000
Noils,	43,000 ....	....	....
Total domestic, .....	....	....	103,000
Total domestic,	7,266,000	12,762,000	3,874,000
“ “ Jan. 1, 1874, “	4,559,000	7,947,000	2,785,700

FOREIGN.	New-York.	Boston.	Philadelphia.
Cape, bales,	852	1,076	....
Australian, &c.,..... "	866	100	....
Mestiza, "	541	33	....
Mestiza, Pulled,..... "	250	150	....
Coarse South American,.... "	71	....	....
East India, "	550	183	....
Donskoi, "	5,310	....	....
Chilian, coarse,..... "	....	1,500	....
" fine,..... "	....	45	....
Smyrna, Syrian, &c.,..... "	....	110	....
Peruvian,..... "	....	700	....
Greek, &c.,..... "	1,000	....	....
Sundry,..... "	....	....	175
Total foreign,..... bales,	9,440	3,897	175
" " Jan. 1, 1874, "	14,399	16,063	667

TOTAL ARRIVALS AT THE PORT OF NEW-YORK IN 1874.

Foreign,.....	58,657 bales,.....	25,310,281 lbs.
California,.....	23,900 "	13,145,000 "
Texas,.....	13,661 "	4,098,300 "
New-Orleans,.....	7,167 "	2,866,800 "
Savannah, "	1,791 "	716,400 "
Sundry Southern,.....	331 "	99,300 "
From interior,.....	16,739 "	3,347,800 "
1874,.....	122,246 "	49,583,881 "
1873,.....	109,750 "	42,659,607 "
1872,.....	168,146 "	69,177,668 "
1871,.....	166,100 "	64,391,318 "
1870,.....	125,081 "	43,339,551 "
1869,.....	137,888 "	48,531,630 "
1868,.....	149,868 "	47,087,561 "
1867,.....	123,898 "	39,620,979 "

IMPORTS OF SHEEPSKINS WITH WOOL ON INTO THE PORT OF NEW-YORK FOR THE LAST FIVE YEARS.

	1874.	1873.	1872.	1871.	1870.
	Bales.	Bales.	Bales.	Bales.	Bales.
From Montevideo and Buenos Ayres,	322 ..	1,921 ..	4,498 ..	1,319 ..	25,861
" Cape of Good Hope,.....	8 ..	341 ..	658 ..	967 ..	1,350
" Europe,.....	236 ..	24 ..	3,601 ..	519 ..	4,116
" Sundry,.....	10 ..	176 ..	457 ..	89 ..	102
Total,.....	576 ..	2,462 ..	9,214 ..	2,894 ..	3,429
Less re-exported,.....	19 ..	393 ..	844 ..	.. ..	..
	559 ..	2,069 ..	8,373 ..	2,894 ..	3,429

ESTIMATES OF TOTAL WOOL CLIP OF THE UNITED STATES IN POUNDS.

	1871.	1872.	1873.	1874.
WASHED, ... On sheep, tub washed and pulled,.....	110,000,000 ..	120,000,000 ..	125,000,000 ..	120,000,000
UNWASHED, California and Oregon,	25,000,000 ..	24,000,000 ..	32,700,000 ..	38,500,000
Texas,.....	8,000,000 ..	9,000,000 ..	9,000,000 ..	10,000,000
New-Mexico, Colora- do, Utah, &c.,.....	.... ..	3,000,000 ..	4,500,000 ..	6,000,000
Sundry Southern,.....	3,000,000 ..	4,000,000 ..	3,500,000 ..	3,500,000
Total,.....	146,000,000 ..	160,000,000 ..	174,700,000 ..	178,000,000

DUTY ON WOOL, (IMPORTED IN THE ORDINARY CONDITION, AS NOW
AND HERETOFORE PRACTICED,) EXCLUDING CHARGES.

CLASS 1.—CLOTHING WOOLS.

Unwashed—

Costing 32 cents or less per pound, 10 cts. per lb. and 11 per ct. ad. valorem.

Costing more than 32 cents, 12 “ “ 10 “ “

Washed—

Double the amount of duty.

CLASS 2.—COMBING WOOLS.

Washed and Unwashed—

Costing 32 cents or less per pound, 10 cts. per lb. and 11 per ct. ad valorem.

Costing more than 32 cents per lb., 12 “ “ 10 “ “

CLASS 3.—CARPET AND OTHER SIMILAR WOOLS.

Washed and Unwashed—

Costing 12 cents or less per pound, 3 cents per pound.

Costing more than 12 cents per pound, 6 cents per pound.

Scoured of all classes pay three times the duty on unwashed.

Sheepskins.—“On wools on the skin, the same rates as on other wools, the quantity and value to be ascertained under such rules as the Secretary of the Treasury may prescribe.”

Woolen Rags, Shoddy, Mungo and Waste, 12 cents per pound.

A deduction of 10 per cent. from the foregoing rates on all the articles mentioned, as per act of June 6, 1872,

STATISTICS OF TRADE AND FINANCE.

COMMERCE OF NEW-YORK FOR THE YEAR 1874.

IMPORTS AND EXPORTS OF THE PORT OF NEW-YORK FOR THE CALENDAR YEAR 1874.

THE following statement, compiled from the records of the Custom House, exhibits the foreign commerce of the port of New-York for the calendar year 1874. It will be seen that the year has not been a profitable one for importers. In some articles of general merchandise prices have been maintained, but most foreign goods have been sold on a steadily declining market, thus cutting off the margin of profit continually between the date of purchase and the day of sale. This has been uniformly true in dry goods, but the decline has extended to many other branches of business.

The following comparative table gives the imports for each year since 1850 :

FOREIGN IMPORTS AT NEW-YORK.

<i>Year.</i>	<i>Dutiable.</i>		<i>Free Goods.</i>		<i>Specie.</i>		<i>Total.</i>
1851,.....	\$119,592,264	..	\$9,719,771	..	\$2,049,543	..	\$131,361,578
1852,.....	115,336,052	..	12,105,342	..	2,408,225	..	129,849,619
1853,.....	179,512,182	..	12,156,387	..	2,429,083	..	194,097,652
1854,.....	163,494,984	..	15,768,916	..	2,107,572	..	181,371,472
1855,.....	142,900,661	..	14,103,946	..	855,631	..	157,860,238
1856,.....	193,839,646	..	17,902,578	..	1,814,425	..	213,556,649
1857,.....	196,279,362	..	21,440,734	..	12,898,033	..	230,618,129
1858,.....	128,578,256	..	22,024,691	..	2,264,120	..	152,867,067
1859,.....	213,640,363	..	28,708,732	..	2,816,421	..	245,165,516
1860,.....	201,401,683	..	28,006,447	..	8,852,330	..	238,260,460
1861,.....	95,326,459	..	30,353,918	..	37,088,413	..	162,768,790
1862,.....	149,970,415	..	23,291,625	..	1,390,277	..	174,652,317
1863,.....	174,521,766	..	11,567,000	..	1,525,811	..	187,614,577
1864,.....	204,128,236	..	11,731,902	..	2,265,622	..	218,125,760
1865,.....	212,208,301	..	10,410,837	..	2,123,281	..	224,742,419
1866,.....	284,033,567	..	13,001,588	..	9,578,029	..	306,613,184
1867,.....	238,297,955	..	11,044,181	..	3,306,339	..	252,648,475
1868,.....	232,344,418	..	11,764,027	..	7,085,389	..	251,193,834
1869,.....	275,779,976	..	14,789,235	..	15,788,462	..	306,357,673
1870,.....	289,618,878	..	13,716,500	..	11,864,644	..	315,200,022
1871,.....	349,635,398	..	28,878,294	..	6,348,608	..	384,862,300
1872,.....	369,083,458	..	57,429,020	..	5,594,208	..	432,106,686
1873,.....	293,035,348	..	86,924,877	..	18,605,611	..	398,565,836
1874,.....	278,677,532	..	108,598,631	..	6,407,571	..	393,683,734

Under the head of dutiable, in the above table, we have included the goods entered directly for consumption which are subjected to duty, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. The panic in the fall of 1873 brought upwards of thirteen millions of gold here in a single month. If those are taken out of the com-

parison, the imports for the year just closed will show a considerable gain from the lowest point.

We now bring forward our monthly summaries. The first shows the total dutiable entered each month directly for consumption; the second, the monthly entries for warehousing; the third, the free goods which are thrown directly on the market; the fourth, the specie brought here from foreign ports; and the fifth, the total monthly entries of all kinds:

FOREIGN IMPORTS ENTERED AT NEW-YORK DURING THE YEARS 1872, 1873
AND 1874.

ENTERED FOR CONSUMPTION.

MONTHS.	1872.		1873.		1874.
January,.....	\$17,940,512	..	\$17,270,231	..	\$13,846,907
February,.....	21,033,566	..	20,711,242	..	16,205,796
March,.....	20,779,299	..	18,625,391	..	18,498,458
April,.....	22,863,493	..	14,768,239	..	15,264,417
May,.....	16,368,458	..	12,716,218	..	13,394,964
June,.....	9,769,316	..	10,797,542	..	13,011,657
July,.....	9,885,624	..	14,528,180	..	14,771,441
August,.....	23,353,773	..	18,383,799	..	16,661,136
September,.....	17,298,016	..	15,552,471	..	16,461,723
October,.....	15,342,844	..	11,589,174	..	12,877,631
November,.....	10,395,475	..	7,311,918	..	11,132,035
December,.....	11,929,042	..	7,890,802	..	11,339,265
Total,.....	\$196,959,418	..	\$170,145,207	..	\$173,465,430

ENTERED FOR WAREHOUSING.

January,.....	\$14,904,602	..	\$10,956,219	..	\$7,612,441
February,.....	14,570,487	..	10,263,357	..	9,438,177
March,.....	15,585,953	..	12,697,010	..	11,761,814
April,.....	20,310,346	..	14,189,071	..	13,156,559
May,.....	23,002,975	..	12,930,999	..	12,118,107
June,.....	17,913,638	..	10,936,539	..	11,403,659
July,.....	20,318,307	..	10,882,627	..	10,225,286
August,.....	12,239,624	..	8,961,397	..	7,729,850
September,.....	9,143,531	..	8,554,041	..	6,537,649
October,.....	8,446,254	..	9,188,567	..	6,009,809
November,.....	7,679,647	..	7,819,080	..	4,253,653
December,.....	8,008,676	..	5,511,234	..	4,965,098
Total,.....	\$172,124,040	..	\$122,890,141	..	\$105,212,102

FREE GOODS.

January,.....	\$2,729,060	..	\$9,463,302	..	\$8,752,317
February,.....	2,424,389	..	7,751,965	..	8,972,881
March,.....	2,561,827	..	11,303,532	..	12,188,280
April,.....	3,206,479	..	7,639,863	..	12,148,979
May,.....	3,111,784	..	8,772,153	..	9,902,831
June,.....	2,926,874	..	6,463,404	..	8,384,104
July,.....	5,890,400	..	5,612,362	..	7,653,244
August,.....	7,298,732	..	5,287,413	..	7,710,581
September,.....	7,849,413	..	5,666,223	..	7,343,719
October,.....	6,867,654	..	6,498,173	..	9,195,895
November,.....	5,574,918	..	5,653,953	..	8,564,179
December,.....	6,987,490	..	6,812,534	..	7,781,621
Total,.....	\$57,429,020	..	\$86,924,877	..	\$108,598,631

MONTHS.	SPECIE.		
	1872.	1873.	1874.
January,.....	\$105,322 ..	\$113,939 ..	\$99,014
February,.....	177,701 ..	133,953 ..	822,784
March,.....	291,189 ..	814,688 ..	150,894
April,.....	63,619 ..	582,253 ..	194,972
May,.....	96,023 ..	196,821 ..	1,054,630
June,.....	43,724 ..	950,051 ..	188,356
July,.....	2,041,904 ..	149,957 ..	557,758
August,.....	94,956 ..	83,569 ..	941,489
September,.....	2,088,045 ..	876,261 ..	1,027,992
October,.....	262,946 ..	9,869,869 ..	415,395
November,.....	155,482 ..	3,366,460 ..	306,405
December,.....	173,297 ..	1,467,790 ..	647,882
Total,.....	\$5,594,208 ..	\$18,605,611 ..	\$6,407,571

TOTAL IMPORTS.			
January,.....	\$35,679,496 ..	\$37,803,691 ..	\$30,310,679
February,.....	38,206,143 ..	38,860,517 ..	35,439,638
March,.....	39,218,268 ..	43,440,621 ..	42,599,446
April,.....	46,443,937 ..	37,179,426 ..	40,764,927
May,.....	42,579,240 ..	34,616,191 ..	36,470,532
June,.....	30,653,552 ..	29,147,536 ..	32,987,776
July,.....	38,136,235 ..	31,173,126 ..	33,207,729
August,.....	42,987,085 ..	32,716,178 ..	33,043,056
September,.....	36,379,005 ..	30,648,996 ..	31,371,083
October,.....	30,919,698 ..	37,145,783 ..	28,498,730
November,.....	23,805,522 ..	24,151,411 ..	24,256,272
December,.....	27,098,505 ..	21,682,360 ..	24,733,866
Total,.....	\$432,106,686 ..	\$398,565,836 ..	\$393,683,734

The imports of free goods show a very large gain, chiefly owing to the additions made to the free list.

The warehousing movement has greatly decreased. This is partly owing to the low rate of interest, there being less motive in postponing payment of the duty, but chiefly to the downward tendency in prices, which induced importers to clear out their stock as soon as possible. Above we have presented the entries for warehousing making part of the imports; we now give the comparative withdrawals each month for consumption in the market:

WITHDRAWALS FROM WAREHOUSE.			
MONTHS.	1872.	1873.	1874.
January,.....	\$12,399,012 ..	\$9,567,918 ..	\$11,188,750
February,.....	11,734,891 ..	11,061,672 ..	9,422,534
March,.....	10,998,300 ..	12,192,307 ..	10,252,756
April,.....	11,136,287 ..	11,241,194 ..	10,216,151
May,.....	10,199,829 ..	10,806,601 ..	8,251,185
June,.....	7,584,971 ..	8,972,554 ..	7,732,285
July,.....	25,779,161 ..	10,033,598 ..	8,434,063
August,.....	22,874,347 ..	12,321,225 ..	8,373,117
September,.....	15,156,684 ..	10,643,181 ..	10,969,413
October,.....	11,699,337 ..	7,861,494 ..	8,910,486
November,.....	8,374,885 ..	7,496,162 ..	5,679,873
December,.....	6,146,201 ..	8,364,148 ..	5,350,929
Total,.....	\$154,083,905 ..	\$120,562,054 ..	\$104,781,542

The following brief summary will show the comparative totals of each classification of imports for years 1872, 1873 and 1874.

CLASSIFICATION OF IMPORTS AT NEW-YORK.

	1872.		1873.		1874.
Dry goods,.....	\$136,831,612	..	\$114,160,465	..	\$106,520,453
General merchandise,.....	289,680,866	..	265,799,760	..	280,755,710
Specie,	5,594,208	..	18,605,611	..	6,407,571
Total imports,.....	\$432,106,686	..	\$398,565,836	..	\$393,683,734

There is nothing in our record more remarkable than the steadily decreasing proportion of dry goods included in our foreign imports. Formerly they made up a little more than one-third of the volume landed at this port; but for the last year the dry goods have fallen nearer to one-quarter, the proportion being only 28 per cent.

As the cash duties are collected only upon the dutiable goods thrown on the market, the receipts for customs do not represent exactly the fluctuations in the imports. The total for the year is nearly four and a half millions below the returns for 1873, twenty-seven millions below the aggregate for 1872, and thirty-six and a half millions below the figures for 1871. The monthly record of the last three years is all we can embrace in the following comparison :

RECEIPTS OF CUSTOMS AT NEW-YORK.

MONTHS.	1872.		1873.		1874.
January,.....	\$13,317,086 82	..	\$10,763,626 44	..	\$10,042,084 05
February,.....	14,710,928 08	..	12,893,637 89	..	10,186,365 08
March,	14,095,994 24	..	12,101,274 64	..	10,793,792 81
April,	13,948,999 00	..	9,826,491 32	..	9,596,770 71
May,.....	10,806,468 92	..	8,862,528 38	..	8,369,597 45
June,	6,943,232 70	..	7,533,957 98	..	7,899,243 17
July,.....	7,251,160 35	..	10,008,929 55	..	9,654,569 49
August,.....	19,335,156 81	..	13,023,085 73	..	11,802,593 20
September,	13,274,126 81	..	10,959,722 11	..	11,400,273 11
October,.....	10,655,390 80	..	7,656,384 95	..	8,678,567 56
November,	7,274,100 46	..	5,588,338 86	..	6,364,435 53
December,.....	6,603,157 70	..	6,298,957 85	..	6,312,995 27
Total,.....	\$138,215,802 69	..	\$115,516,935 70	..	\$111,101,287 43

All of the foregoing figures represent gold. The imports are stated at their foreign gold cost, freight and duty not included.

We now turn to the exports, which are reckoned chiefly in paper currency. The shipments of specie are counted at their tale value, but all others, with unimportant exceptions, are stated at their market value in paper money at the time of shipment. Before giving the more lengthy monthly details, we present in a brief comparison a quarterly summary of the exports hence to foreign ports, exclusive of specie and bullion. It includes the reshipments of foreign products, but is chiefly made up of domestic produce and manufactures :

EXPORTS FROM NEW-YORK TO FOREIGN PORTS, EXCLUSIVE OF SPECIE.

QUARTER.	1872.		1873.		1874.
1st,.....	\$53,396,192	..	\$63,171,761	..	\$67,090,467
2d,.....	53,062,291	..	76,316,120	..	76,341,142
3d,.....	60,209,529	..	75,764,054	..	72,729,951
4th,.....	70,191,285	..	84,993,470	..	67,778,573
Total,.....	\$236,859,297	..	\$300,245,405	..	\$283,940,133

The total, exclusive of specie, falls sixteen millions below the previous year, but is a gain on most of its predecessors, being nearly fifty millions in excess of 1871 and 1872.

We now present a series of tables, showing the export movement monthly for the last three years :

EXPORTS FROM NEW-YORK TO FOREIGN PORTS DURING THE YEARS 1872, 1873 AND 1874.

DOMESTIC PRODUCE.

MONTHS.	1872.		1873.		1874.
January,	\$18,179,488	..	\$19,379,497	..	\$22,658,022
February,.....	16,746,878	..	20,474,949	..	20,078,112
March,.....	15,602,687	..	21,045,792	..	22,099,528
April,.....	16,118,266	..	24,522,926	..	22,272,739
May,.....	14,746,837	..	24,754,461	..	22,781,958
June,.....	19,048,152	..	23,225,558	..	28,275,416
July,	19,140,248	..	24,828,308	..	25,948,400
August,.....	19,569,529	..	23,435,700	..	23,945,524
September,	18,950,574	..	25,089,449	..	21,203,301
October,.....	24,374,195	..	30,609,745	..	23,395,284
November,	22,462,482	..	27,132,751	..	19,108,192
December,.....	20,536,351	..	24,208,221	..	22,435,422
Total,.....	\$225,475,687	..	\$288,707,357	..	\$274,201,898

FOREIGN FREE.

January,	\$86,642	..	\$242,121	..	\$133,831
February,	272,341	..	155,079	..	183,447
March,.....	120,905	..	331,644	..	191,435
April,	64,958	..	197,907	..	193,200
May,.....	36,977	..	222,853	..	196,911
June,.....	97,264	..	106,465	..	247,428
July,.....	61,806	..	107,178	..	130,591
August,	325,153	..	99,313	..	222,271
September,.....	81,297	..	155,607	..	123,540
October,.....	108,660	..	103,781	..	249,674
November,.....	180,202	..	291,264	..	106,843
December,	161,805	..	94,041	..	362,296
Total,.....	\$1,598,010	..	\$2,107,253	..	\$2,341,467

FOREIGN DUTIABLE.

MONTHS.	1872.		1873.		1874.
January,.....	\$684,874	..	\$428,932	..	\$663,785
February,.....	895,950	..	508,974	..	464,052
March,.....	806,427	..	604,773	..	618,255
April,.....	906,560	..	898,935	..	835,357
May,.....	1,097,133	..	1,275,712	..	812,868
June,.....	946,144	..	1,111,303	..	725,265
July,.....	858,934	..	686,017	..	375,387
August,.....	569,061	..	808,496	..	417,064
September,.....	652,927	..	553,986	..	363,873
October,.....	641,894	..	533,312	..	640,594
November,.....	982,532	..	1,071,867	..	773,200
December,.....	743,164	..	948,488	..	707,068
Total,.....	\$9,785,600	..	\$9,430,795	..	\$7,396,768

SPECIE AND BULLION.

January,.....	\$1,540,362	..	\$7,127,989	..	\$2,660,508
February,.....	972,657	..	3,670,444	..	2,980,862
March,.....	2,713,604	..	3,570,432	..	2,537,822
April,.....	4,499,518	..	3,850,840	..	2,467,005
May,.....	14,850,556	..	2,943,583	..	11,865,511
June,.....	12,538,202	..	6,655,996	..	7,106,958
July,.....	17,248,688	..	10,038,643	..	3,503,728
August,.....	2,586,148	..	2,198,549	..	7,316,307
September,.....	1,432,635	..	1,502,625	..	2,222,533
October,.....	4,729,143	..	2,107,447	..	1,614,753
November,.....	4,863,953	..	2,545,842	..	4,448,600
December,.....	3,983,576	..	2,447,271	..	12,497,641
Total,.....	\$71,959,042	..	\$48,659,661	..	\$61,222,228

TOTAL EXPORTS.

January,.....	\$20,491,366	..	\$27,178,539	..	\$26,116,146
February,.....	18,887,826	..	24,809,446	..	23,706,473
March,.....	19,243,623	..	25,552,641	..	25,447,040
April,.....	21,589,302	..	29,470,608	..	25,768,301
May,.....	30,731,503	..	29,196,609	..	35,657,248
June,.....	32,629,762	..	31,099,322	..	36,355,067
July,.....	37,309,676	..	35,660,146	..	29,958,106
August,.....	23,049,891	..	26,542,058	..	31,901,166
September,.....	21,117,433	..	27,301,667	..	23,913,247
October,.....	29,853,892	..	33,354,285	..	25,900,305
November,.....	28,489,169	..	31,041,724	..	24,436,835
December,.....	25,424,896	..	27,698,021	..	36,002,427
Total,.....	\$308,818,339	..	\$348,905,066	..	\$345,162,361

The statement is not as encouraging, on the whole, as the one we presented a year ago. The imports have fallen off about one and a quarter per cent., and the total exports less than one per cent. But to make up the aggregate of the outgoing shipments, the exports of specie have increased nearly thirteen millions, making a total of \$61,222,228 in gold and silver for 1874, against \$48,659,661. This difference is more significant if we compare both sides of the specie statement. In 1873 we imported \$18,605,611 in coin and bullion, and shipped \$48,659,661, making the loss of specie to the country only \$30,054,050. In 1874 we imported but \$6,407,571, and exported for the same time \$61,222,228, making the loss \$54,814,657 for the last year.

DETAILED STATEMENT OF THE IMPORTS, EXPORTS AND RE-EXPORTS OF THE PORT OF NEW-YORK,

FOR THE FISCAL YEAR ENDING JUNE 30TH, 1874.

IMPORTS.

THE following is a detailed statement of all goods, wares and merchandise of the growth, produce and manufacture of foreign countries, that were imported into the port of New-York during the fiscal year ending June 30th, 1874, compared with the aggregate of all other ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce from the official report of the Chief of the Bureau of Statistics on Commerce and Navigation:

IMPORTS—ARTICLES.	<i>Port of New-York.</i>	<i>Aggregate of all other Ports of the U. S.</i>	<i>Total U. S. 1873-74.</i>
MERCHANDISE FREE OF DUTY.			
Argols,.....lbs., 2,749,039	\$393,467	\$67,813	\$461,280
Articles, the produce or manufacture of the United States brought back, not elsewhere specified,.....	1,834,885	2,258,799	4,093,684
Barks—Medicinal, Peruvian, Calisaya, Lima, &c.,.....lbs., 4,730,540	1,057,227	318,025	1,375,252
Barks, used for tanning,.....	109	194,210	194,319
Cork bark and wood, unmanufactured,...	336,042	99,867	435,909
Bolting Cloths,.....	155,770	45	155,815
Books, not elsewhere specified,	222,353	121,055	343,408
Camphor, crude,.....lbs., 780,737	109,576	....	109,576
Chemicals, Drugs, Dyes and Medicines, not elsewhere specified,.....	2,412,054	932,724	3,344,778
Chloride of Lime or Bleaching Powder, lbs., 21,839,593	567,845	457,311	1,025,156
Cocoa, crude, and Leaves and Shells of, lbs., 2,677,555	314,031	86,771	400,802
Cochineal,..... " 1,493,708	780,372	151,911	932,283
Coffee,.....lbs., 172,595,005	33,465,559	21,563,408	55,048,967
Cotton, raw,..... " 3,196,864	595,690	109,094	704,784
Cutch or Catechu, and Terra Japonica or Gambier,.....lbs., 11,223,303	438,475	304,050	742,525
Dyewoods, in sticks,.....cwt., 433,386	331,152	246,476	577,628
Eggs,.....doz., 196,772	21,336	726,530	747,866
Fish, not of American fisheries—			
Fresh, of all kinds,.....lbs., 1,820,299	26,247	268,590	294,837
Herring, pickled,.....bbls., 4,413	15,559	165,962	181,521
Mackerel, pickled,..... " 2,071	23,516	777,404	800,920
All other, not elsewhere specified,.....	7,259	546,690	553,949
Fur Skins, undressed,.....	337,053	511,162	848,215
Gold and Silver—			
Gold Bullion,.....	583,143	1,031,526	1,614,669
Silver Bullion,.....	13,044	824,639	837,683
Gold Coin,.....	14,818,925	3,069,543	17,888,468
Silver Coin,.....	2,986,130	5,127,956	8,114,086
Guano, except from bonded islands, tons, 105	986	289,613	290,599
Gums, .....lbs., 9,895,429	1,609,578	185,441	1,795,019

IMPORTS—ARTICLES.	<i>Port of New-York.</i>	<i>Aggregate of all other Ports of the U. S.</i>	<i>Total U. S. 1873-74.</i>
Gypsum, or Plaster of Paris, unground, tons, 44,344	\$50,565	\$79,627	\$130,192
Hair—unmanufactured, Horse Hair, used for weaving,.....lbs., 233,734	166,140	127,712	293,852
Hair of all kinds, not elsewhere specified, lbs., 1,836,299	526,435	105,921	632,356
Hides and Skins, other than Furs,.....	10,879,623	5,565,254	16,444,877
Household and Personal Effects and Wear- ing Apparel, old and in use, of persons arriving from foreign countries,.....	152,444	735,430	887,874
India Rubber and Gutta Pereha, crude, lbs., 13,166,507	5,880,165	316,564	6,196,729
Indigo, " 773,146	614,732	366,148	980,880
Jute Butts, tons, 21,957	551,425	135,974	687,399
Madder, not including the extract of, lbs., 5,501,502	686,060	8,895	694,955
Oils—Whale and Fish, not of American fisheries,.....galls., 29,483	19,717	72,227	91,944
Fixed or Expressed,..... " 120,501	75,098	360,975	436,073
Volatile or Essential,.....lbs., 239,454	419,369	16,337	435,706
Paintings, Statuary, and other works of art of American artists,.....	183,841	83,568	267,409
Paper materials—			
Rags of cotton or linen,...lbs., 65,042,194	2,843,971	1,117,415	3,961,386
Other materials, not elsewhere specified, lbs., 11,394,534	416,433	290,924	707,362
Seeds,.....	156,962	18,837	175,799
Silk, raw,.....lbs., 343,670	1,827,893	2,026,115	3,854,008
Soda, Nitrate of,.....lbs., 47,609,889	1,018,740	319,401	1,338,141
Sulphur or Brimstone, erude,... tons, 20,423	610,244	649,896	1,260,140
Tea,.....lbs., 39,931,658	15,024,794	6,087,440	21,112,234
Tin, in blocks, bars or pigs,....ewt., 85,859	2,310,643	870,126	3,180,769
Wood, unmanufactured, not elsewhere speci- fied,	1,006,103	1,256,338	2,262,441
All other articles, (except articles imported free of duty under the treaty of Washing- ton of 1842,).....	6,047,411	3,942,733	9,990,144
Total free of duty,.....	\$114,946,196	\$64,990,472	\$179,936,668

MERCHANDISE PAYING DUTY.

Animals, living,.....	\$35,200	\$2,592,302	\$2,627,502
Beer, Ale, Porter and other Malt liquors, galls., 995,033	836,984	915,575	1,752,559
Books, Pamphlets, Engravings and other publications, not elsewhere specified,....	2,166,787	343,090	2,509,877
Brass and manufactures of,.....	261,101	93,961	355,062
Breadstuffs and other Farinaceous Food—			
Barley,.....bush., 1,067,018	1,348,998	4,452,655	5,801,653
Barley malt,.....“ 57,221	110,647	180,703	291,350
Bread and Biscuit,.....lbs., 323,342	48,978	14,537	63,515
Indian Corn or Maize,.....bush., 12	9	61,259	61,268
Oats,.....“ 15	24	75,233	75,262
Rice,.....lbs., 29,864,744	897,886	1,185,362	2,083,248
Rye,.....bush., 611	2,989	126,397	129,386
Wheat,.....“ 255	1,118	2,113,076	2,114,194
Wheat Flour,.....	....	561,648	561,648
Meal or Flour, made from Oats, Indian Corn, Rye and Buckwheat,.....	67,062	68,713	135,775
Peas, Beans and other seeds of leguminous plants,.....bush., 2,841	3,707	526,443	530,150
All other farinaeous food, and prepara- tions of, including Arrowroot, Pearl or hulled Barley, &c.,.....	19,748	80,512	100,260
Bristles,.....lbs., 520,400	642,419	2,683	645,102

IMPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
India Rubber and Gutta Pereha, manufac- tures of,.....	\$384,840	\$418,990	\$803,830
Iron and Steel, and manufactures of—			
Pig Iron, .....lbs., 106,756,827	1,542,238	1,745,784	3,288,022
Castings,..... " 35,790	1,561	14,344	15,905
Bar Iron,..... " 18,908,051	743,097	2,279,214	3,022,311
Boiler Iron,..... " 10,808	741	10,436	11,177
Band, Hoop and Scroll Iron, " 635,152	25,005	175,569	200,574
Rail-Road Bars or Rails, of Iron, lbs., 10,349,715	243,043	744,217	987,260
Sheet Iron,..... " 5,536,212	447,549	360,461	808,010
Old and Scrap Iron,.....tons, 13,265	360,074	1,135,063	1,495,142
Hardware,.....	207,929	57,749	265,678
Anehors, Cables and Chains of all kinds, lbs., 3,455,969	228,002	209,530	437,582
Machinery,.....	460,006	833,763	1,293,774
Muskets, Pistols, Rifles and Sporting Guns,.....	621,767	251,663	873,430
Steel Ingots, Bars, Sheets and Wire,.....	1,069,948	1,890,107	2,960,055
Rail-Road Bars or Rails, of Steel, lbs., 224,237,614	7,349,671	2,421,504	9,771,175
Cutlery,.....	1,314,789	271,405	1,586,194
Files,.....	392,570	182,641	575,211
Saws and Tools,.....	12,184	36,026	48,210
Other manufactures of Iron and Steel, not elsewhere specified,.....	2,763,750	3,390,030	6,153,830
Jewelry and all manufactures of Gold and Silver, not elsewhere specified,.....	723,387	120,743	849,130
*Jute and other Grasses, and manufac- tures of—			
Raw,.....tons, 8,008	899,647	106,971	1,006,618
Manufactures of, by yard,.....	....	1,462	1,462
Gunny Cloth and Gunny Bags, and man- ufactures of, used for bagging, lbs., 4,605,486	231,630	109,518	341,148
Other manufactures of, not elsewhere spe- cified,.....	305,134	1,660,923	1,966,057
Lead and manufactures of—			
Pigs, bars and old,.....lbs., 27,622,266	1,348,967	779,420	2,128,387
Manufactures of,.....	34,043	2,358	36,401
Leather and manufactures of—			
Leather of all kinds,.....lbs., 8,546,529	5,682,506	456,022	6,138,528
Gloves, of kid, and all other of skin, doz. pairs, 448,719	2,961,211	358,082	3,319,293
Other manufactures of,.....	503,311	310,454	813,765
Marble and Stone, and manufactures of, not elsewhere specified,.....	686,202	560,490	1,246,692
Metals, Metal Compositions, and manufac- tures of, not elsewhere specified,.....	955,277	334,324	1,289,601
Musical Instruments,.....	649,110	221,238	870,348
Oils—Coal and other mineral oils,..galls., 76	283	81,044	81,327
Whale and Fish, not of American fisheries, galls., 102,490	66,176	55,751	121,927
Olive, salad,..... " 61,565	125,212	136,012	261,224
" not salad,..... " 68,834	47,632	36,919	84,551
All other Vegetable, fixed, not elsewhere specified,.....galls., 122,420	81,033	99,203	180,236
Volatile or Essential, not elsewhere speci- fied,.....lbs., 130,365	309,245	26,483	335,728
Opium and extracts of,..... " 250,604	1,470,099	1,070,129	2,540,228
Paintings, Chromo-lithographs, Photographs and Statuary, not elsewhere specified,....	884,782	235,096	1,169,878
Paints—White Lead,.....lbs., 4,239,816	286,705	35,906	322,611
Red Lead and Litharge,..... " 389,300	28,437	7,266	35,703
Whiting and Paris White,.. lbs., 2,639,613	14,517	5,209	19,726
Other Paints and Painters' Colors,.....	602,134	106,961	709,095

* Except articles specified in the note to "Flax and manufactures of."

IMPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Paper and manufactures of—			
Printing Paper,.....lbs., 716,128	\$49,708	\$238,413	\$288,121
Writing Paper,.....	58,505	44,655	103,160
Paper Hangings and other Paper,.....	184,506	15,825	200,331
Paper Mache and other manufactures of Paper, not elsewhere specified, including Parchment,.....	822,180	206,177	1,028,357
Perfumery and Cosmetics,.....	249,537	98,963	348,500
Potatoes,.....bush., 159,228	131,917	199,453	331,370
Precious Stones,.....	1,935,032	289,758	2,274,790
Provisions, (Meats, Poultry, Lard, Butter, Cheese, &c.,) not including Vegetables,..	565,878	1,181,564	1,747,442
Salt,.....lbs., 231,589,490	633,908	1,705,403	2,339,311
Saltpetre, (Nitrate of Potash,) “ 9,482,427	425,390	125,073	550,463
Seeds—Flaxseed or Linseed,bush., 2,084,475	3,358,369	943,321	4,301,690
All other, not elsewhere specified,.....	221,406	130,330	351,736
Silk, manufactures of—			
Dress and Piece Goods,.....	14,935,958	683,018	15,618,976
Hosiery,.....	65,864	7,754	73,618
Other manufactures of,.....	7,325,996	978,192	8,304,188
Soda and Salts of—			
Bicarbonate,.....lbs., 8,696,320	315,852	148,365	464,217
Carbonate, including Sal Soda and Soda Ash,.....lbs., 106,849,532	2,215,697	1,860,932	4,076,629
Caustic Soda,..... “ 20,473,504	909,527	612,953	1,522,480
Acetate, Sulphate, Phosphate, and all other Salts of Soda, not elsewhere speci- fied,.....lbs., 165,900	4,417	1,920	6,337
Spices of all kinds, also Ginger, (ground,) Pepper and Mustard,.....lbs., 9,081,108	1,529,002	822,791	2,351,793
Straw and Palm Leaf, manufactures of,.....	2,046,853	39,025	2,085,878
Sugar and Molasses—			
Brown Sugar,.....lbs., 1,000,251,958	49,293,577	28,166,391	77,459,968
Refined Sugar,..... “ 711	48	3,091	3,139
Molasses,.....galls., 13,729,643	3,066,551	7,881,273	10,947,824
Melado and Syrup of Sugar Cane, lbs., 86,806,943	3,543,714	880,642	4,424,356
Candy and Confectionery, “ 19,754	8,231	5,685	13,916
Sulphur, refined,.....cwt., 490	985	3,144	4,129
Tin, manufactures of—			
Tin in plates,.....cwt., 988,210	8,551,631	4,441,292	12,992,923
Other manufactures of,.....	59,946	11,833	71,779
Tobacco and manufactures of—			
Leaf, .....lbs., 8,559,065	4,785,663	751,988	5,537,651
Cigars,..... “ 746,379	2,637,904	487,700	3,125,604
Other manufactures of,.....	11,033	31,317	42,350
Watches and Watch Movements and Mate- rials,.....	2,134,456	239,838	2,374,294
Wine, Spirits and Cordials, in casks—			
Proof,.....galls., 1,126,064	1,368,837	679,614	2,048,451
Spirits and Cordials, in bottles, dozens, 67,957	354,472	189,458	543,930
Wine, in casks,.....galls., 4,615,357	1,921,161	1,235,818	3,156,979
“ in bottles,.....dozens, 286,330	1,973,729	913,380	2,887,109
Wood, manufactures of—			
Cabinet Ware, House Furniture and all manufactures of wood, not elsewhere specified,.....	799,307	410,550	1,209,857
Boards, deals, planks, joists and scantling, thousand feet, 332	2,931	6,761,383	6,764,314
Shingles,.....thousands, 63	129	273,361	273,490
Timber, sawed or hewn, wholly or in part,	10,626	218,421	229,047
Other Lumber,.....	18,974	457,842	476,816
Wool, sheep's, and hair of the alpaca, goat and other like animals, and manufac- tures of—			
Unmanufactured,.....lbs., 21,691,625	3,965,458	4,284,848	8,250,306
Cloths and Cassimeres,.....	9,853,558	3,163,113	13,016,671

IMPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Wool and manufactures of—			
Woollen rags, shoddy, mungo, waste and flock,.....lbs., 1,783,260	\$151,109	\$47	\$151,156
Shawls,.....	1,841,140	340,747	2,181,887
Blankets,.....	1,334	12,138	13,472
Carpets,.....sq. yds., 2,510,097	2,886,983	762,880	3,649,863
Dress Goods,.....“ 58,390,219	16,868,988	4,293,647	21,162,635
Hosiery, Shirts and Drawers,.....	404,727	100,382	505,109
Other manufactures of, not elsewhere specified,.....	5,334,316	868,079	6,202,395
Zinc, Spelter or Teutenague, and manufactures of—			
In blocks or pigs,.....lbs., 2,047,633	109,828	15,802	125,630
In sheets,.....“ 3,255,177	233,767	88,447	322,214
All articles, not elsewhere enumerated,.....	3,671,395	1,622,722	5,294,117
Total paying duty,	\$280,187,426	\$135,737,154	\$415,924,580
Total free of duty,.....	114,946,196	64,990,472	179,936,668
Total value of imports, 1873-74,.....	\$395,133,622	\$200,727,626	\$595,861,248
Total value of imports, 1872-73,.....	426,321,427	237,295,720	663,617,147
Decrease, 1873-74,.....	\$31,187,805	\$36,568,094	\$67,755,899
Proportion of imports entered for immediate consumption,.....	\$276,770,129	\$134,859,375	\$411,629,504
Proportion of imports entered for warehouse,.....	113,351,459	64,142,973	177,494,432
Proportion of imports entered for immediate transportation without appraisement, under section 29, act of July 14, 1870,.....	5,012,034	1,725,278	6,737,312
Total value of imports, 1873-74,.....	\$395,133,622	\$200,727,626	\$595,861,248
Proportion of imports brought in cars and other land vehicles,	\$70,039	\$14,443,296	\$14,513,335
Proportion of imports brought in American vessels,.....	90,131,181	85,896,597	176,027,778
Proportion of imports brought in foreign vessels,.....	304,932,402	100,387,733	405,320,135
Total declared value of import entries, 1873-74,.....	\$395,133,622	\$200,727,626	\$595,861,248

DOMESTIC EXPORTS FROM THE PORT OF NEW-YORK.

Statement exhibiting the quantity and value of goods, wares and merchandise, the growth, produce and manufacture of the United States, that were exported from the Port of New-York to Foreign Countries during the fiscal year ending June 30, 1874, compared with the aggregate of all other ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce from the official report of the Chief of the Bureau of Statistics on Commerce and Navigation.

EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Acids,.....lbs., 837,420	\$28,842	\$37,581	\$66,423
Agricultural Implements—			
Fanning Mills,.....	....	2,645	2,645
Horse Powers,.....number, 1	250	30,435	30,685
Mowers and Reapers,.....“ 13,913	1,578,994	218,136	1,797,130
Plows and Cultivators,.....“ 7,817	83,470	152,733	236,203
All others, not elsewhere specified,.....	906,051	117,039	1,023,090
Animals, living—			
Hogs,.....number, 8	121	1,625,716	1,625,837

EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Animals, living—			
Horned Cattle,.....number, 1,267	\$226,894	\$923,963	\$1,150,857
Horses,....." 388	70,271	99,032	169,303
Mules,....." 1,095	158,320	15,805	174,125
Sheep,....." 1,270	11,749	147,986	159,735
All other, and Fowls,.....	4,841	25,690	30,531
Ashes, Pot and Pearl,.....lbs., 1,385,343	108,465	15,562	124,027
Bark, for tanning,.....	92,565	68,105	160,670
Beer, Ale, Porter and Cider—			
In bottles,.....dozens, 471	1,116	5,129	6,245
In casks,.....galls., 69,560	22,689	10,775	33,464
Bells, and Bell and Bronze Metal,.....	3,518	4,915	8,433
Billiard Tables and Apparatus,.....	37,575	21,803	59,378
Blacking,.....	49,274	26,786	76,060
Bones and Bone Dust,.....ewt., 33,269	62,186	51,076	113,262
Bone Black, Ivory Black and Lamp Black, lbs., 698,268	48,089	10,032	58,121
Books, Pamphlets, Maps, Engravings and other publications,.....	376,123	504,185	880,308
Brass, and manufactures of,.....	351,558	253,051	604,609
Bread and Breadstuffs—			
Barley,.....	.....	210,738	210,738
Bread and Biscuit,.....lbs., 8,136,436	510,096	166,101	676,197
Indian Corn,.....bush., 18,696,175	14,059,455	10,710,496	24,769,951
Indian Corn Meal,.....bbls., 201,991	817,148	712,251	1,529,399
Oats,.....bush., 93,899	59,037	324,725	383,762
Rye,....." 1,344,589	1,354,165	214,197	1,568,362
Rye Flour,.....bbls., 16,313	89,863	298,450	388,313
Wheat,.....bush., 41,482,167	62,223,391	39,198,068	101,421,459
Wheat Flour,.....bbls., 2,098,036	15,049,823	14,208,271	29,258,094
Other small grain and pulse,.....	612,997	57,149	670,146
Maizena, Farina and all other preparations of Breadstuffs used as food,.....	257,382	65,061	322,443
Bricks,.....M., 214	2,161	28,991	31,152
Brooms and Brushes of all kinds,.....	53,791	73,802	127,593
Candles, tallow, and other,....lbs., 1,149,352	184,066	121,973	306,039
Carriages, Carts, and parts of,.....	295,653	282,780	578,433
Cars, Rail-Road, Passenger and Freight, number, 831	745,016	406,882	1,151,898
Clocks, and parts of,.....	893,893	176,989	1,070,882
Coffee, Cocoa and Spices, including Ginger, Pepper and Mustard,.....	4,141	72,464	76,605
Coal, bituminous,.....	.....	1,617,780	1,617,780
Other,.....tons, 47,945	250,525	1,985,559	2,236,084
Combs,.....	4,023	3,512	7,535
Copper, and manufactures of—			
Ore,.....ewt., 1,838	70,434	40,016	110,450
In pigs, bars, sheets and old, lbs., 351,455	102,496	20,961	123,457
Other manufactures of,.....	218,993	14,303	233,301
Cordage, Rope and Twine of all kinds, not elsewhere specified,.....lbs., 1,053,970	155,248	95,692	250,940
Cotton, and manufactures of—			
Sea Island,.....bales, 1,910; lbs., 638,017	211,666	1,902,458	2,114,124
Other unmanufactured,....bales, 522,602; lbs., 237,217,541	41,287,931	167,831,180	209,119,111
Colored,.....yards, 3,783,183	534,499	134,282	668,781
Uncolored,....." 6,033,983	782,738	898,471	1,681,209
All other manufactures of, not elsewhere specified,.....	239,079	980,443	1,219,522
Drugs, Chemicals and Medicines, not else- where specified,.....	1,508,100	969,713	2,477,813
Dyestuffs,.....	438,597	58,475	497,072
Earthen and Stone Ware,.....	25,306	306,771	332,077
Fancy articles, not elsewhere specified,.....	123,810	374,062	497,872
Fruits—			
Apples, dried,.....lbs., 3,502,856	238,041	56,852	294,893
Apples, green or ripe,.....bush., 68,595	141,239	63,073	204,312
Other fruit, green, ripe or dried,.....	34,275	216,106	250,381

EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Fruits—			
Preserved, in cans, or otherwise,.....	\$157,283	\$126,366	\$283,649
Furs and Fur Skins,.....	2,977,619	534,253	3,511,872
Gas Fixtures and Chandeliers,.....	26,103	41,706	67,809
Ginseng,.....lbs., 91,430	130,620	318,140	448,760
Glass and Glass Ware,	243,097	544,613	787,710
Glue,.....lbs., 24,470	6,493	6,446	12,939
Gold and Silver, and manufactures of—			
Gold Bullion,	2,839,416	1,039,127	3,878,543
Gold Coin,.....	21,391,803	7,375,140	28,766,943
Silver Bullion,	20,210,469	2,2-8,313	22,498,782
Silver Coin,.....	1,991,876	2,563,542	4,555,418
Gold and Silver Leaf,.....	1,478	2,865	4,343
Jewelry, and other manufactures of Gold and Silver,	27,943	76,764	104,707
Hair—			
Unmanufactured,.....	312,958	81,098	394,056
Manufactures of,.....	26,099	58,492	84,591
Hats, Caps and Bonnets—			
Of wool, fur and silk,	6,713	144,322	151,035
Of palm-leaf, straw, &c.,.....	20,919	164,921	185,840
Hay,.....tons, 2,028	51,619	60,253	111,872
Hemp and manufactures of—			
Unmanufactured,.....cwt., 796	6,511	2,390	8,901
Cables and Cordage,..... “ 6,015	103,160	169,452	272,612
All other manufactures of,.....	849,440	12,306	861,746
Hides and Skins, other than Furs,.....	1,717,419	1,665,923	3,383,342
Hoop Skirts,	5,762	10,326	16,088
Hops,.....lbs., 81,219	16,776	38,547	55,323
Ice,.....tons, 1,803	6,887	191,126	198,013
India Rubber and Gutta Percha manufac- tures—			
Boots and Shoes,.....pairs, 5,670	23,396	9,886	33,282
Other manufactures,	120,180	139,803	259,983
Iron and Steel and manufactures of—			
Iron and manufactures of, Pig Iron, cwt., 8,098	15,321	399,407	414,728
Bar..... “ 21,363	78,083	95,035	173,168
Boiler Plate,.....	....	13,440	13,440
Rail-Road Bars or Rails,.....cwt., 1,798	7,432	17,924	25,356
Sheet, Band and Hoop,.....	....	11,082	11,082
Castings, not elsewhere specified,.....	49,344	176,944	226,288
Car Wheels,.....number, 5,427	87,787	102,082	189,869
Stoves and parts of,.....	33,423	68,975	102,398
Steam Engines, Locomotives, number, 42	607,091	540,275	1,147,366
Steam Engines, stationary,... “ 27	42,634	32,115	74,749
Boilers for steam engines, when separate from the engines,.....	88,980	39,012	127,992
Machinery, not elsewhere specified,.....	2,393,916	963,993	3,357,909
Nails and Spikes,.....lbs., 3,337,872	171,609	239,241	410,850
All other manufactures of Iron,.....	1,368,555	1,934,944	3,303,499
Steel and manufactures of—			
Ingots, Bars, Sheets and Wire,..lbs. 7,793	857	25,834	26,691
Cutlery,.....	29,181	17,981	47,162
Edge Tools,	818,270	122,746	941,016
Files and Saws,.....	12,039	9,457	21,496
Muskets, Pistols, Rifles and Sporting Guns,.....	2,213,338	126,800	2,340,138
Manufactures of Steel, not elsewhere spe- cified,.....	163,249	4,541,003	4,704,252
Junk (old) and Oakum,.....cwt., 3,721	34,128	23,123	57,251
Lamps,.....	154,715	13,516	168,231
Lead and manufactures of,.....	143,518	158,526	302,044
Leather and manufactures of—			
Boots and Shoes,.....pairs, 126,482	177,069	206,348	383,417
Leather of all kinds, not elsewhere spe- cified,.....lbs., 11,960,991	2,992,430	948,020	3,940,450
Morocco and other fine,.....	35,372	197,512	232,884

EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all oth-r Ports of the U. S.	Total U. S. 1873-74.
Leather and manufactures of—			
Saddlery and Harness,	\$66,199	\$31,933	\$98,132
Manufactures of, not elsewhere specified,	50,801	267,665	318,466
Lime and Cement,.....bbls., 16,513	33,084	35,996	69,080
Manures—			
Guanó,.....tons, 9	675	3,650	4,325
Substances used expressly for manures,..	12,803	266,748	279,551
Marble and Stone—			
Marble and Stone, rough,.....	33,061	105,955	139,016
Marble and Stone manufactures,.....	58,039	110,888	168,977
Matches,	125,883	50,583	176,471
Mathematical, Philosophical and Optical Instruments,	44,912	19,345	64,757
Musical Instruments—			
Organs, Melodeons, &c.,.....	45,202	246,949	292,151
Piano fortes,	79,110	147,056	226,166
All other,	7,544	341,782	349,326
Naval Stores—			
Rosin and Turpentine, ....bbls., 322,042	1,258,917	1,791,092	3,050,009
Tar and Pitch,..... “ 33,902	119,506	128,501	248,007
Oil Cake,.....lbs., 122,378,065	2,634,947	1,465,473	4,100,420
Oils—Mineral, crude—			
Crude, (including all natural oils without regard to gravity,).... galls., 13,367,003	1,624,697	483,075	2,107,772
Mineral, refined or manufactured—			
Naphtha, (Benzine, Gasoline, &c.) galls., 7,898,742	859,104	191,111	1,050,215
Illuminating,..... “ 129,213,255	23,121,059	14,499,781	37,620,840
Lubricating, (heavy,) Paraffine, &c., galls., 573,890	188,638	215,605	404,243
Residuum, (Tar, Pitch and all other oils from which the light bodies have been distilled,).....bbls., 32,915	114,174	28,125	142,299
Animal—			
Lard,.....galls., 95,271	70,971	132,346	203,317
Neatsfoot and other,..... “ 7,352	7,495	9,790	17,285
Sperm,..... “ 461,019	723,064	104,927	827,991
Whale and other fish,..... “ 373,477	160,287	120,463	280,750
Vegetable—			
Cotton seed,..... “ 165,508	84,326	288,001	372,327
Linseed,..... “ 16,210	16,624	6,063	22,692
Volatile or Essential,.....	96,725	72,905	169,630
Ordnance Stores—			
Cannon,	26,570	65,000	91,570
Cannon and Gun Carriages and accoutre- ments,.....	4,234	46,000	50,234
Cartridges and Fuses,.....	586,429	62,793	649,222
Gunpowder.....lbs., 207,941	47,906	29,093	77,004
Shot and Shell,..... “ 592,857	47,283	46,022	93,305
Ore, Argentiferous, (or silver bearing,) ewt., 11,334	256,250	189,399	445,649
Paints and Painters' Colors,.....	69,027	85,942	154,969
Paintings and Engravings,	125,053	83,486	208,539
Paper and Stationery,.....	431,782	418,694	850,476
Perfumery,.....	394,889	9,535	404,424
Plated Ware, of silver or other metal,.....	17,899	37,228	55,127
Printing Presses and Type,.....	130,426	95,332	225,758
Provisions—			
Bacon and Hams,.....lbs., 238,602,635	23,202,938	10,180,970	33,383,908
Beet,..... “ 22,443,121	1,782,963	1,173,713	2,956,676
Butter..... “ 3,620,653	899,041	193,340	1,092,381
Cheese,..... “ 88,315,565	11,624,406	274,589	11,898,995
Condensed Milk,.....	62,811	16,207	79,018
Egg, .....,.....doz. 341	121	5,118	5,239
Fish, dried or smoked,.....ewt., 51,194	281,187	331,402	612,589
Fish, fresh,.....	....	56,974	56,974
Fish, pickled,.....bbls., 14,837	118,769	107,272	226,041
Fish, other, cured,.....	130,113	998,095	1,128,208

EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Provisions—			
Lard,.....lbs., 160,870,982	\$14,946,337	\$4,361,682	\$19,308,019
Meats, preserved,.....	522,616	325,630	848,246
Oysters,.....	92,995	130,738	223,733
Pickles and Sauces,.....	13,421	7,363	20,784
Pork,.....lbs., 42,482,749	3,583,640	2,225,072	5,808,712
Onions,.....bush. 14,084	25,580	26,477	52,057
Potatoes,..... " 341,058	343,315	128,017	471,332
Other Vegetables,.....	23,006	86,676	109,682
Vegetables, prepared or preserved,.....	16,093	30,303	46,396
Quicksilver,.....lbs., 24,142	28,507	552,014	580,521
Rags—			
Cotton and Linen,.....	....	31,971	31,971
Woolen,.....	....	880	880
Rice,.....lbs., 101,156	8,071	19,004	27,075
Salt,.....bush., 7,874	5,638	11,820	17,458
Scales and Balances,.....	109,376	30,231	139,607
Seeds—			
Cotton,.....	....	63,557	63,557
Flaxseed and linseed,.....bush., 268	827	73	900
Clover, timothy, garden and all other,....	465,777	225,141	690,918
Sewing Machines, and parts of,.....	1,317,486	276,810	1,594,296
Soap—Perfumed and all toilet,....	4,026	5,458	9,484
Other,.....lbs., 7,139,355	503,446	147,836	651,282
Spermaceti,.....lbs., 304,665	78,246	100	78,346
Spirits, distilled—			
From Grain,.....galls., 1,859,020	931,665	50,622	982,287
“ Molasses,..... “ 3,914	2,160	166,350	168,510
“ other materials,.... “ 15,931	7,628	6,191	13,819
Spirits of Turpentine,.....galls., 605,363	303,248	2,461,434	2,764,682
Starch,.....lbs., 5,647,162	327,211	98,871	426,082
Steam, and other Fire Engines and apparatus,	4,807	18,752	23,559
Sugar and Molasses—			
Sugar, brown,.....	....	16,172	16,172
Sugar, refined,.....lbs., 4,191,556	461,269	1,131,063	1,592,332
Molasses,.....galls., 737,874	172,313	397,659	569,972
Candy and Confectionery,.....	16,117	14,476	30,593
Tallow,.....lbs., 67,207,231	5,373,177	2,762,143	8,135,320
Tin and manufactures of,.....	34,563	34,327	68,895
Tobacco and manufactures of—			
Leaf,.....lbs., 160,258,360	16,117,749	14,347,343	30,465,092
Cigars,.....M., 2,290	16,936	7,537	24,473
Snuff,.....lbs., 7,615	2,323	4,764	7,092
Other manufactures of,.....	2,233,618	304,164	2,537,782
Trunks and Valises,.....	133,908	37,475	171,383
Umbrellas, Parasols and Sun Shades,.....	162	341	503
Varnish,.....galls., 37,272	49,454	68,641	118,095
Vessels sold to Foreigners—			
Steamers,.....	....	14,000	14,000
Sailing vessels,.....tons, 14	3,000	889,760	892,760
Vinegar,.....galls., 16,664	5,600	2,740	8,340
Watches and parts of,.....	8,588	203,566	212,154
Wax,.....lbs., 200,974	68,096	45,704	113,800
Wearing apparel,.....	272,255	171,222	443,477
Whalebone,.....lbs., 74,298	79,870	35,228	115,098
Wine,.....galls., 10,805	9,714	35,820	45,534
Wood and manufactures of—			
Boards, clapboards, deals, planks, joists and scantling,.....thousand ft., 11,665	439,854	3,802,535	4,242,389
Laths, palings, pickets, curtain sticks, broom handles and bed slats, thousands, 1,322	4,814	17,568	22,382
Shingles,..... “ 1,204	11,684	94,607	106,291
Box shooks,.....	489	63,367	63,856
Other shooks, staves and headings,.....	2,477,644	3,978,747	6,456,391
Hog-heads and barrels, empty, No., 59,523	120,219	215,558	335,777
All other lumber,.....	57,911	106,220	164,131
Fire wood,.....	....	9,279	9,279

EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Wood and manufactures of—			
Hop, hoop, telegraph and other poles,....	\$278,566	\$750,018	\$1,028,584
Logs, masts, spars and other whole timber,	353,781	287,580	641,361
Timber, sawed and hewn, cubic ft., 80,000	8,500	4,413,660	4,422,160
All other timber,.....	22,859	183,084	205,943
Household furniture,.....	1,022,480	860,287	1,882,767
Wooden ware,.....	43,121	197,229	240,350
All other manufactures of wood not else- where specified,	760,305	771,755	1,532,060
Wool and manufactures of—			
Wool, raw and fleecce,.....lbs., 130,598	33,187	59,362	92,549
Carpets,.....	....	1,396	1,396
Other manufactures of.....	16,715	147,933	164,648
Zinc and manufactures of—			
Ore or oxide,.....cwt., 2,350	18,437	1,600	20,037
Plates, sheets, pigs or bars,...lbs., 10,914	1,162	2,450	3,612
All articles not enumerated—			
All other unmanufactured articles,.....	255,108	303,076	558,184
All other manufactured articles,.....	1,039,171	2,191,013	3,230,184
Total value domestic exports, 1873-74,.	\$340,360,269	\$364,102,851	\$704,463,120
Total value domestic exports, 1872-73,.	313,129,963	336,002,600	649,132,563
Increase,	\$27,230,306	\$28,100,251	\$55,330,557
Proportion of total domestic commodities exported in cars and other land vehicles,.	....	\$5,645,265	\$5,645,265
Proportion of total domestic commodities exported in American vessels,.....	\$54,436,965	111,561,915	165,998,880
Proportion of total domestic commodities exported in foreign vessels,.....	285,923,304	235,471,605	521,394,909
Addition to Niagara and Vermont, taken from Canadian Reports,.....	....	11,424,066	11,424,066
Total value of domestic exports, 1873-74,.	\$340,360,269	\$364,102,851	\$704,463,120

RE-EXPORTS FROM THE PORT OF NEW-YORK.

Statement exhibiting the quantity and value of Goods, the growth, produce and manufacture of Foreign Countries, re-exported from the Port of New-York during the fiscal year ending June 30, 1874, compared with the aggregate of all other Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce from the official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

RE-EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
MERCHANDISE FREE OF DUTY.			
Barks—			
Barks, medicinal, Peruvian, Calisaya, Lima, &c.,.....lbs., 56,373	\$14,754	....	\$14,754
Barks used for tanning,.....	1,150	\$5,062	6,212
Chemicals, Drugs, Dyes and Medicines, not elsewhere specified,.....	163,956	20,953	189,909
Cocoa, crude, and leaves and shells of, lbs., 534,077	91,334	3,535	94,869
Cochineal,.....	....	1,253	1,253
Coffee,.....lbs., 2,308,299	470,571	235,289	705,860
Cotton, raw,.....lbs., 159,380	24,756	53,995	78,751
Dye Woods, in sticks,.....cwt., 34,042	51,993	6,915	58,908
Egg ^s,.....	....	13	13
Fish, not of American fisheries—			
Herring, pickled,.....	....	1,157	1,157
Hake, ".....	....	358	358
Mackerel, ".....	....	29,411	29,411
All other, not elsewhere specified,.....	....	

RE-EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Fur Skins, undressed.....	\$97,312	....	\$97,312
Gold and Silver—			
Silver Bullion,.....	25,000	....	25,000
Gold Coin,.....	1,369,102	\$27,832	1,396,934
Silver Coin,.....	2,531,728	2,977,057	5,508,785
Guano, (except from bonded islands,) tons, 164	9,653	....	9,653
Gums,.....lbs., 31,240	15,922	15,583	31,510
Hair—unmanufactured, hair of all kinds not elsewhere specified,.....lbs., 17,225	8,118	....	8,118
Hides and Skins other than Furs,.....	52,195	24,436	76,631
Household and personal effects, and wearing apparel, old and in use, of persons arriving from foreign countries,.....	31,331	6,977	38,308
India Rubber and Gutta Percha, crude, lbs., 606,298	357,744	....	357,744
Indigo,.....lbs., 43,990	43,274	17,677	60,951
Madder, not including the extracts of, lbs., 13,820	1,398	....	1,398
Oils—Fixed or Expressed,.....galls., 4,734	2,647	271,316	273,963
Volatile or Essential,.....lbs., 67	153	....	153
Paintings, Statuary, and other works of art, of American artists,.....	100	....	100
Seeds,.....	520	....	520
Silk, raw,.....lbs., 4,123	20,307	8,758	29,065
Tea,.....lbs., 542,691	289,309	582,647	871,956
Tin, in bars, blocks or pigs,.....cwt., 42	1,344	2,780	4,124
Wood, unmanufactured, not elsewhere specified,.....	89,419	29,803	119,227
All other articles, (except articles imported free of duty under the treaty of Washington of 1842,).....	151,841	18,032	169,873
Total free of duty,.....	\$5,921,931	\$4,340,849	\$10,262,780

MERCHANDISE PAYING DUTY.

Animals, living,.....	\$12,112	\$17,749	\$29,861
Beer, Ale, Porter and other Malt liquors, galls., 10,764	11,174	14,323	25,497
Books, Pamphlets, Engravings and other publications, not elsewhere specified,....	11,549	5,365	16,914
Brass and manufactures of,.....	533	4,196	4,729
Breadstuffs and other Farinaceous Food—			
Barley,.....	....	77	77
Bread and Biscuit,.....	....	108	108
Oats,.....bush., 100	34	64	98
Rice,.....lbs., 16,251,212	485,151	278,346	763,497
Rye,.....bush., 217,387	161,457	....	161,457
Wheat,.....“ 641,029	821,828	191,691	1,013,519
Wheat Flour,.....bbls., 21,998	126,925	144,030	270,955
Meal or Flour made from Oats, Indian Corn, Rye and Buckwheat,.....	450	195	645
Peas, Beans and other seeds of leguminous plants,.....bush., 248,895	173,003	38,686	211,689
All other farinaceous food, and preparations of, including Arrowroot, pearl or hulled Barley, &c.,.....	64,560	1,223	65,783
Bristles,.....lbs., 3,992	3,443	....	3,443
Buttons of all kinds, including Button materials, partly fitted for Buttons, exclusively,.....	2,785	1,683	4,468
Chemicals, Drugs, Dyes and Medicines, not elsewhere specified,.....	125,217	76,564	201,781
Chicory, ground or prepared, and root, lbs., 38,314	1,551	....	1,551

RE-EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
*Clothing, cut and sewed together,.....	....	\$16,647	\$16,647
Articles of wear, not elsewhere specified,.	\$9,876	50,324	60,200
Coal, bituminous,.....	....	3,309	3,309
Cocoa, manufactured, not including Choco- late,.....lbs., 1,759	307	....	307
Copper and manufactures of—			
Pigs, Bars, Ingots, old, and other unman- ufactured,.....lbs., 237,246	38,995	69,128	108,123
Manufactures of,.....	13,301	1,483	14,784
Cordage, Rope and Twine of all kinds, lbs., 367,237	45,506	10,170	55,676
Cotton, manufactures of—			
Bleached and unbleached, sq. yds., 123,050	14,990	263,907	278,897
Printed, painted or colored, “ 112,116	15,949	533,215	549,164
Hosiery, Shirts and Drawers,.....	91	21,183	21,279
Jeans, Denims, Drillings, &c.,.....	....	81,916	81,916
Other manufactures of, not elsewhere specified,.....	105,835	181,001	286,836
Earthen, Stone and China Ware,.....	2,487	16,378	18,865
Fancy Goods.....	90,830	16,199	107,029
Fish, not of American fisheries—			
Herring, pickled,.....bbls., 1,093	5,079	11,571	16,650
Maekerel, “ “ 1,809	11,093	18,336	29,429
Sardines and Anchovies, preserved in oil,	51,603	8,193	59,796
All others, not elsewhere specified,.....	18,303	17,500	35,803
†Flax and manufactures of—			
Flax, raw,.....tons, 5	363	392	755
Manufactures of, by yard,.....	....	5,571	5,571
Other manufactures of, not elsewhere spe- cified,.....	79,654	85,207	164,861
Fruits of all kinds, including Nuts,.....	241,379	58,474	299,853
Furs and dressed Fur Skins,.....	18,433	1,283	19,771
Glass and Glass Ware—			
Cylinder, crown or common Window, lbs., 16,702	890	2,368	3,258
Cast, polished plate, not silvered,.....	....	150	150
Cast, polished plate, silvered,.....	....	164	164
Other manufactures of,.....	5,220	3,963	9,188
‡Hair and manufactures of—			
Hair, human, and manufactures of,.....	20,099	1,178	21,277
Hair, other, and manufactures of, not else- where specified,.....	1,803	136	1,939
§Hemp and manufactures of—			
Raw,.....tons, 532	88,558	125,183	213,741
Other manufactures of, not elsewhere specified,.....	500	1,146	1,646
India Rubber and Gutta Pereha, manufac- tures of,.....	2,817	1,601	4,418
Iron and Steel, and manufactures of—			
Pig Iron,.....lbs., 1,052,800	9,482	1,219	10,701
Castings,..... “ 5,425	292	....	292
Bar Iron,..... “ 485,729	17,890	24,090	41,980
Band, Hoop and Scroll Iron, “ 73,524	2,983	480	3,463
Rail-Road Bars or Rails, of Iron, lbs., 13,596,266	331,293	44,563	375,856
Sheet Iron,..... “ 45,075	4,176	4,488	8,664
Old and Scrap Iron,.....	....	9,675	9,675
Hardware,.....	1,418	145	1,563

* Except when of silk, and except hosiery, &c., of cotton or wool.

† Including brown hollands, burlaps, canvas, coatings, crash, diaper, duck, handkerchiefs, huckabacks, lawns, paddings and all like manufactures, of which flax shall be the material of chief value.

‡ Excepting that of the alpaca, goat and other like animals.

§ Except articles specified in note to “Flax and manufactures of.”

RE-EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Iron and Steel, and manufactures of—			
Anchors, Cables and Chains of all kinds,	....	\$2,150	\$2,150
Machinery,.....	\$1,302	58,538	59,840
Muskets, Pistols, Rifles and Sporting Guns,	62,703	5,219	67,922
Steel Ingots, Bars, Sheets and Wire,.....	7,595	1,088	8,683
Rail-Road Bars or Rails, of Steel, lbs., 80,425	2,021	....	2,021
Cutlery,.....	2,013	3,423	5,436
Files,.....	1,502	....	1,502
Saws and Tools, .....	....	77	77
Other manufactures of Iron and Steel, not elsewhere specified,.....	149,269	68,228	217,497
Jewelry, and all manufactures of Gold and Silver, not elsewhere specified,.....	11,895	17,907	29,802
*Jute and other Grasses, and manufac- tures of—			
Raw,..... tons, 155	17,961	301	18,262
Manufactures of, by yard,.....	....	10	10
Gunny Cloth and Gunny Bags, and man- ufactures of, used for bagging, lbs., 1,340,958	64,413	6,500	70,913
Other manufactures of, not elsewhere spe- cified,.....	12,489	21,353	33,842
Lead and manufactures of—			
Pigs, bars and old,.....lbs., 75,223	4,061	2,463	6,524
Manufactures of,.....	....	4	4
Leather and manufactures of—			
Leather of all kinds,.....lbs., 41,600	27,762	31,866	59,628
Gloves, of kid, and all other of skin or leather,.....doz. pairs, 2,080	14,313	3,609	17,922
Other manufactures of,.....	1,084	34,894	35,978
Marble and Stone, and manufactures of, not elsewhere specified,.....	153	1,775	1,928
Metals, Metal Compositions, and manufac- tures of, not elsewhere specified,.....	20,920	15,422	36,342
Musical Instruments,.....	971	4,923	5,894
Oils—Coal and other mineral oils, galls., 267,622	35,370	74,230	109,600
Whale and Fish, not of American fisheries, galls., 17,577	8,310	25,886	34,196
Olive, salad,..... “ 1,197	1,486	1,933	3,419
“ not salad,..... “ 1,043	804	1,088	1,892
All other Vegetable, fixed, not elsewhere specified, .....galls., 10,378	6,902	21,700	28,602
Volatile or Essential, not elsewhere speci- fied,.....lbs., 5,437	15,534	....	15,534
Opium and extracts of, “ 127,245	716,485	2,664	719,149
Paintings, Chromo-lithographs, Photographs and Statuary, not elsewhere specified,....	44,964	1,161	46,125
Paints—White Lead,.....lbs., 102,580	6,157	133	6,290
Other Paints and Painters' Colors,.....	4,524	110	4,634
Paper and manufactures of—			
Printing Paper,.....	....	780	780
Writing Paper,.....	....	6,356	6,356
Paper Hangings and other Paper,.....	....	378	378
Paper Maché and other manufactures of Paper, not elsewhere specified, including Parchment,.....	2,661	4,081	6,742
Perfumery and Cosmetics,.....	1,713	4,309	6,022
Potatoes,.....	....	1,924	1,924
Precious Stones,	102,891	41	102,932
Provisions, (Meats, Poultry, Lard, Butter, Cheese, &c.,) not including Vegetables,..	166,822	31,701	198,523

* Except articles specified in note to “Flax and manufactures of.”

RE-EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Salt,.....lbs., 1,896,330	\$8,512	\$4,408	\$12,920
Saltpetre, (Nitrate of Potash,) " 223,529	10,735	700	11,435
Seeds—All other, not elsewhere specified,..	....	429	429
Silk, manufactures of—			
Dress and Piece Goods,.....	....	1,941	1,941
Other manufactures of,.....	438,940	40,794	479,734
Soda and Salts of—			
Bicarbonate,.....lbs., 33,600	1,289	749	2,038
Carbonate, including Sal Soda and Soda			
Ash,.....lbs., 251,546	5,589	191	5,780
Caustic Soda,..... " 179,446	8,109	5,179	13,288
Spices of all kinds, also Ginger, (ground,)			
Pepper and Mustard, .....lbs., 801,565	126,296	24,429	150,725
Straw and Palm Leaf, manufactures of,.....	64,707	1,237	65,944
Sugar and Molasses—			
Brown Sugar,.....lbs., 12,082,160	627,591	76,009	703,600
Refined Sugar,..... " 323,036	35,025	7,539	42,564
Molasses,.....galls., 776,725	177,720	34,718	212,438
Melado and Syrup of Sugar Cane,			
lbs., 5,786,380	277,406	....	277,406
Candy and Confectionery,.....	....	444	444
Tin, manufactures of—			
Tin in plates,.....ewt., 1,422	11,459	52,098	63,557
Other manufactures of,.....	....	245	245
Tobacco and manufactures of—			
Leaf, .....lbs., 1,307,382	492,228	46,103	538,331
Cigars,..... " 38,821	89,078	61,585	150,663
Other manufactures of,.....	1,805	4,213	6,018
Watches and Watch Movements and Mate-			
rials,.....	3,603	1,903	5,506
Wine, Spirits and Cordials—			
Spirits and Cordials, in casks,			
proof galls., 130,156	116,722	108,060	224,782
Spirits and Cordials, in bottles,			
dozens, 3,546	17,861	10,403	28,264
Wine, in casks,.....galls., 39,921	27,037	16,079	43,116
Wine, in bottles,.....dozens, 3,471	18,345	16,628	34,973
Wood and manufactures of—			
Cabinet Ware, House Furniture, and all			
manufactures of wood, not elsewhere			
specified,.....	7,277	27,498	34,775
Boards, deals, planks, joists and scant-			
ling,.....thousand feet, 8,863	112,955	193,154	306,109
Shingles,.....thousands, 196	307	2,626	2,933
Timber, sawed or hewn, wholly or in part,	....	125,000	125,000
Other lumber,.....	93,351	1,015	94,366
Wool, sheep's, and hair of the alpaca, goat			
and other like animals, and manufactures			
of—			
Unmanufactured,.....lbs., 3,514,878	717,794	675,702	1,393,496
Cloths and Cassimeres,.....	....	94,772	94,772
Woolen rags, shoddy, mungo, waste and			
flocks, .....lbs., 12,951	526	260	786
Shawls,	21,560	54,497	76,057
Blankets,.....	....	5,026	5,026
Carpets,.....square yards, 4,198	3,498	2,655	6,153
Dress goods,..... " 318,443	104,323	52,335	156,663
Hosiery, Shirts and Drawers,.....	....	692	692
Other manufactures of, not elsewhere spe-			
cified,.....	103,594	74,529	178,123
Zinc, Spelter or Teutenague, and manufac-			
tures of—			
In blocks or pigs,.....	....	75	75
In sheets,.....lbs., 36,278	2,484	1,614	4,098
All articles not elsewhere enumerated,.....	213,434	54,011	267,445
Total paying duty,.....	\$8,711,532	\$4,806,026	\$13,517,558

RE-EXPORTS—ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Total free of duty,	5,921,931	4,340,849	10,262,780
Total value of Re-Exports, 1873-74,....	\$14,633,463	\$9,146,875	\$23,780,338
Total value of Re-Exports, 1872-73,....	18,972,099	9,177,412	28,149,511
Decrease,.....	\$4,338,636	\$30,537	\$4,369,173
Proportion of total foreign exports from warehouse,.....	\$8,210,737	\$4,656,003	\$12,866,740
Proportion of total foreign exports not from warehouse,.....	6,422,726	4,490,872	10,913,598
Total,.....	\$14,633,463	\$9,146,875	\$23,780,338
Proportion of total foreign exports shipped in cars and other land vehicles,.....	\$1,427,556	\$1,436,384	\$2,863,940
Proportion of total foreign exports shipped in American vessels,.....	3,533,116	4,892,220	8,425,336
Proportion of total foreign exports shipped in foreign vessels,.....	9,672,791	2,818,271	12,491,062
Total declared value of foreign exports, 1873-74,.....	\$14,633,463	\$9,146,875	\$23,780,338

Recapitulation of leading Articles Imported into and Exported from the Port of New-York, for the fiscal year ending June 30, 1874, compared with the aggregate of all other Ports of the United States for the same period.

FOREIGN IMPORTS.

ARTICLES.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total U. S. 1873-74.
Sugar, .....lbs., 1,000,252,669	\$49,293,625	\$23,169,482	\$77,463,107
Woolen manufactures—			
Dress Goods,....sq. yards, 58,390,219, \$16,868,983 }			
Cloths and Cassimeres,..... 9,853,558 }			
Carpets,.....sq. yards, 2,510,097, 2,886,983 }	37,191,046	9,540,986	46,732,032
Shawls, 1,841,140 }			
All other manufactures,,..... 5,740,377 }			
Coffee,.....lbs., 172,593,005	33,485,559	21,563,408	55,048,967
Cotton manufactures—			
Hosiery, Shirts and Drawers,..... 4,042,770 }			
Printed, painted or colored,			
sq. yds., 14,500,060, 2,046,650 }	23,709,180	4,484,689	28,193,869
Bleached and unbleached,			
sq. yards, 19,592,634, 2,405,676 }			
Other manufactures of,..... 15,214,084 }			
Silk manufactures—			
Dress and Piece goods,..... 14,935,958 }			
Other manufactures of,..... 7,391,860 }	22,327,818	1,668,964	23,996,782
Gold and Silver Bullion and Gold and Silver Coin,..	18,401,242	10,053,664	28,454,906
Tea,.....lbs., 39,931,658	15,024,794	6,087,440	21,112,234
Flax manufactures,.....	14,376,173	3,096,582	17,472,755
Hides and Skins, other than Furs,.....	10,879,623	5,565,254	16,444,877
Iron and Steel manufactures—			
Rail-Road bars of iron,..lbs., 10,349,715, \$243,043 }			
Rail-Road bars of steel, “ 224,237,614, 7,349,671 }	9,134,952	4,911,505	14,046,457
Pig Iron,..... “ 106,756,827, 1,542,238 }			
Tin in plates,.....cwt., 988,210	8,551,631	4,441,292	12,992,923
Leather and manufactures of—			
Leather of all kinds,....lbs., 8,546,529, \$5,682,506 }			
Gloves of all kinds, doz. pairs, 448,719, 2,961,211 }	8,643,717	814,104	9,457,821
Tobacco and manufactures—			
Leaf Tobacco,.....lbs., 8,559,065, \$4,785,663 }			
Cigars,..... “ 746,379, 2,637,904 }	7,423,567	1,239,688	8,663,255
Fruits of all kinds, including Nuts,.....	6,738,357	1,543,061	8,281,418
India Rubber and Gutta Percha, crude, lbs., 13,166,507	5,880,165	316,564	6,196,729
Wines, Spirits and Cordials,.....	5,618,199	3,018,270	8,636,469
Glass and Glass Ware,.....	4,971,948	1,286,016	6,257,964
Wool, .....lbs., 21,691,625	3,965,458	4,234,848	8,250,306
Fancy Goods,.....	3,806,044	712,943	4,518,987
Melado and Syrup of Sugar Cane,....lbs., 86,806,943	3,543,714	880,642	4,424,356
Flax Seed,.....bush., 2,084,475	3,358,369	943,321	4,301,690
Molasses,.....galls., 13,729,643	3,066,551	7,881,273	10,947,824
Earthen, Stone and China Ware,.....	2,906,063	1,976,292	4,882,355
Rags, of cotton or linen,.....lbs., 65,042,194	2,843,971	1,117,415	3,961,386
Hemp,.....tons, 16,640	2,494,703	1,182,264	3,676,967
Furs and Dressed Fur Skins,.....	2,332,562	148,511	2,531,073
Tin in bars, blocks or pigs,.....cwt., 85,859	2,310,643	870,126	3,180,769

ARTICLES.	<i>Port of New-York.</i>	<i>Aggregate of all other Ports of the U. S.</i>	<i>Total U. S. 1873-74</i>
Soda, Carbonate, including Sal Soda and Soda Ash, lbs., 106,849,532	\$2,215,697	\$1,860,932	\$4,076,629
Watches and Watch Movements,.....	2,134,456	239,838	2,374,294
Precious Stones,.....	1,985,032	289,758	2,274,790
Silk, raw, .....lbs., 343,670	1,827,893	2;026,115	3,854,008
Lead, pigs, bars and old,..... " 27,622,266	1,348,967	779,420	2,128,387
	<hr/>	<hr/>	<hr/>
Total,.....	\$321,841,719	\$132,994,667	\$454,836,386
All other articles,..... ..	73,291,903	67,732,959	141,024,862
	<hr/>	<hr/>	<hr/>
Total foreign imports,.....	\$395,133,622	\$200,727,626	\$595,861,248

DOMESTIC EXPORTS.

Breadstuffs—				
Wheat,.....bush., 41,482,167, \$62,223,391	}	\$91,232,669	\$64,116,835	\$155,449,504
Wheat Flour,.....bbls., 2,098,036, 15,049,823				
Indian Corn,.....bush., 18,696,175, 14,059,455				
Gold and Silver Bullion and Gold and Silver Coin,..	46,433,564	13,266,122	59,699,686	
Cotton, .....lbs., 237,855,558	41,409,597	169,723,983	211,223,580	
Bacon and Hams, “ 238,602,635	23,202,938	10,180,970	33,383,908	
Oils, illuminating,..... galls., 129,213,255	23,121,059	14,499,781	37,620,840	
Tobacco Leaf,.....lbs., 160,258,360	16,117,749	14,347,343	30,465,092	
Lard,..... “ 160,870,982	14,946,337	4,361,682	19,308,019	
Cheese, “ 88,315,565	11,624,406	274,589	11,898,995	
Tallow, “ 67,207,231	5,373,177	2,762,143	8,135,320	
Pork,..... “ 42,482,749	3,533,640	2,225,072	5,808,712	
Leather of all kinds,..... “ 11,960,991	2,992,430	948,020	3,940,450	
Furs and Fur Skins,.....	2,977,619	534,253	3,511,872	
Oil Cake,..... lbs., 122,378,065	2,634,947	1,465,473	4,100,420	
Beef,..... “ 22,443,121	1,782,963	1,173,713	2,956,676	
Hides and Skins other than Furs,.....	1,717,419	1,665,923	3,383,342	
Rosin and Turpentine,.....bbls., 322,042	1,258,917	1,791,092	3,050,009	
Total,	\$290,599,431	\$303,336,994	\$593,936,425	
All other articles,.....	49,760,838	60,765,857	110,526,695	
Total domestic exports,.....	\$340,360,269	\$364,102,851	\$704,463,120	

Recapitulation of the Foreign Commerce of the Port of New-York, as compared with the aggregate of all other Ports of the United States for the year ending June 30, 1874.

FOREIGN MERCHANDISE.	Port of New-York.	Aggregate of all other Ports of the U. S.	Total, United States.
Imported,.....	\$395,133,622	\$200,727,626	\$595,861,248
Re-exported,.....	14,633,463	9,146,875	23,780,338
Consumed and on hand,.....	\$380,500,159	\$191,580,751	\$572,080,910
DOMESTIC PRODUCE.			
Exported,.....	\$340,360,269	\$364,102,851	\$704,463,120
Excess of foreign imports over dom. exports, .	\$40,139,890	.....	.....
Excess of domestic exports over for. imports, .	.....	\$172,522,100	\$132,382,210
Total foreign commerce of the Port of New-York,.....			\$750,127,354
Total foreign commerce of all other ports of the United States,.....			573,977,352
Total foreign commerce of the United States, 1873-74,.....			\$1,324,104,706*
“ “ “ “ “ “ 1872-73,.....			1,340,899,221
Decrease during the year 1873-74,.....			\$16,794,515
Total foreign commerce of the United States, 1873-74,			\$1,324,104,706
Total foreign commerce of the United States, 1872-73,			1,340,899,221
Total foreign commerce of the United States, 1871-72,			1,212,323,233
Total foreign commerce of the United States, 1870-71,			1,132,472,258
Total foreign commerce of the United States, 1869-70,			991,896,889

Decrease of the Foreign Commerce of the Port of New-York during the last fiscal year, as compared with all other ports of the United States for the same period.

Port of New-York.	All other Ports of the United States.	Total United States.
\$3,296,135	\$3,498,380	\$16,794,515

Increase of the Foreign Commerce of the Port of New-York during the fiscal years 1871, 1872 and 1873, compared with all other ports of the United States for the same period.

	Port of New-York.	All other Ports of the United States.	Total United States.
Fiscal year ending June 30, 1873,.....	\$54,332,763	\$74,233,220	\$128,570,983
“ “ “ “ 30, 1872,.....	40,562,965	39,293,010	79,855,975
“ “ “ “ 30, 1871,.....	139,225,849	1,349,520	140,575,369
Increase in three years,.....	\$234,121,582	\$114,880,750	\$349,002,332

* It must be borne in mind that the foreign imports represent gold values, and the domestic exports, except \$59,699,686 of coin and bullion, are in currency values, from which an average of ten per cent. should be deducted to make the basis of the latter equal to that of the former.

COMMERCE OF THE PORT OF NEW-YORK WITH FOREIGN COUNTRIES.

Statement exhibiting the Total Values of Imports from and Exports to the principal Foreign Countries of the world, during the fiscal year ending June 30, 1874, with a comparison between the Port of New-York and the aggregate of all other Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

COUNTRIES.	PORT OF NEW-YORK.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Argentine Republic,.....	\$2,056,155	\$1,809,341	\$2,481,515	\$669,172	\$4,537,670	\$2,478,513
Austria,.....	434,931	966,214	53,711	716,035	488,642	1,682,249
Belgium,.....	3,865,023	10,796,248	1,862,413	9,401,267	5,727,441	20,197,515
Brazil,.....	25,979,546	3,258,312	17,931,769	4,304,540	43,911,315	7,562,852
Central American States,.....	194,580	281,921	2,701,432	1,098,594	2,896,012	1,380,515
Chili,.....	237,284	1,324,784	429,276	1,405,833	666,560	2,730,617
China,.....	11,013,846	632,881	7,145,636	996,284	18,159,482	1,629,165
Denmark,.....	159,811	882,086	....	433,576	159,811	1,315,662
Danish West Indies,.....	....	956,397	297,579	153,732	297,579	1,115,129
Greenland,.....	....	....	28,118	....	28,118	....
France,.....	47,307,803	18,376,080	4,463,306	30,353,349	51,771,109	48,729,429
French West Indies,.....	1,220,959	752,483	220,175	419,660	1,441,134	1,172,143
Miguelon, Langley and St. Pierre Islands,.....	....	....	3,806	213,213	3,806	213,213
French Possessions in Africa,.....	28,268	22,125	121,071	113,435	149,339	135,560
All other French Possessions,.....	....	....	139,926	234,700	139,926	234,700
Germany,.....	41,098,655	36,287,769	2,975,597	28,056,853	44,074,252	64,344,622
England,.....	126,764,649	156,639,737	53,634,000	152,236,555	180,398,649	308,876,292
Scotland,.....	11,203,304	19,959,113	963,148	1,161,448	12,166,452	21,120,561
Ireland,.....	788,128	23,823,105	242,101	19,746,550	1,030,229	43,569,655
Gibraltar,.....	7,952	1,952,773	344	567,105	8,296	2,519,883
Nova Scotia, New-Brunswick and Prince Edward's Island,.....	646,156	1,774,419	4,015,399	5,074,335	4,663,555	6,848,754
						796,786

COMMERCE OF THE PORT OF NEW-YORK WITH FOREIGN COUNTRIES--CONTINUED.

COUNTRIES.	PORT OF NEW-YORK.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Imports.	Exports. Re-Exports.	Imports.	Exports. Re-Exports.	Imports.	Exports. Re-Exports.
England--Continued.						
Quebec, Ontario, Manitoba, Rupert's Land and Northwest Territory,	\$70,039	\$10,409	\$31,658 038	\$33,113,351	\$31,728,077	\$33,123,760
British Columbia, .....	....	....	1,573,997	898,665	1,573,997	898,665
Newfoundland and Labrador,	109,901	1,432,461	82,474	202,274	192,375	1,634,735
British West Indies,	2,956,959	5,475,289	788,147	2,285,290	3,745,106	7,760,579
British Guiana,	547,678	929,693	732,127	782,671	1,279,805	1,712,369
British East Indies,	9,652,133	234,338	4,527,531	248,669	14,179,664	482,998
Hong Kong,	400,491	24,513	48,739	7,046,387	449,230	7,070,800
British Possessions in Africa,	404,170	281,405	1,438,271	1,087,926	1,842,441	1,369,331
British Possessions in Australia,	800,326	2,501,526	949,851	1,284,382	1,750,177	3,785,908
All other British Possessions,	8,252	171,580	164,292	....	172,544	171,580
Greece,	423,305	32,668	60,863	....	484,168	32,668
Hayti,	1,348,830	3,297,466	220,522	968,220	1,569,352	4,265,686
Italy,	5,421,740	3,985,373	3,077,554	4,393,293	8,499,294	8,378,666
Japan,	2,043,385	356,122	4,445,985	1,451,985	6,489,370	1,808,107
Liberia,	33,644	101,464	22,005	21,999	55,649	123,463
Mexico,	5,508,043	1,439,253	7,731,862	2,634,426	13,239,905	4,073,679
Netherlands,	2,032,739	7,605,647	483,884	6,107,199	2,516,623	13,712,846
Dutch West Indies and Dutch Guiana,	1,290,533	657,780	364,427	334,221	1,654,960	992,001
Dutch East Indies,	3,255,284	434,245	602,422	17,217	3,857,706	451,462
Peru,	692,640	1,095,833	563,646	1,422,571	1,256,236	2,518,404
Portugal,	451,959	1,369,705	54,176	183,337	506,135	1,553,042
Azore, Madeira and Cape Verde Islands,	5,167	4,829	30,974	210,464	36,141	215,293
Portuguese Possessions in Africa and adjacent Islands, .....	....	....	15,466	....	15,466	....
Russia on the Baltic and White Seas,	345,045	859,531	307,037	8,511,084	712,082	9,370,615
" on the Black Sea,	545,088	352,874	....	440,068	545,088	792,942
" Asiatic, .....	....	....	....	121,246	....	121,246
San Domingo,	177,371	414,895	186,454	99,758	363,825	514,653

Sandwich Islands,.....	....	....	1,017,172	623,280	26,348	1,017,172	623,280	26,348	1,017,172	26,348
Spain,	3,732,364	2,471,299	9,379	9,172,416	44	805,840	9,172,416	44	4,598,204	11,643,715
Cuba,.....	57,029,687	12,529,576	1,846,957	7,068,405	146,571	20,242,779	7,068,405	146,571	86,272,466	19,597,981
Porto Rico,.....	2,427,493	1,094,289	82,693	1,033,201	88,311	4,457,426	1,033,201	88,311	6,884,919	2,132,490
Spanish Possessions in Africa,.....	95,795	100,313	....	16,000	....	15,147	16,000	....	110,942	116,313
All other Spanish Possessions,.....	3,774,615	....	....	15,050	226	2,425,556	15,050	226	6,200,171	15,050
Sweden and Norway,	201,944	907,324	1,145	1,477,764	241	1,835,970	1,477,764	241	2,037,914	2,385,088
Turkey in Europe,.....	66,625	1,308,727	8,298	388,593	475	....	388,593	475	66,625	1,697,320
“ in Asia,.....	294,920	468,478	285	51,274	....	154,701	51,274	....	449,621	519,752
“ in Africa,.....	150,861	332,421	....	....	....	119,770	....	....	270,631	332,421
United States of Colombia,	7,676,026	4,748,821	203,234	375,024	32,265	73,407	375,024	32,265	7,749,433	5,123,845
Uruguay,.....	2,404,662	647,112	18,844	467,930	13,734	110,901	467,930	13,734	2,515,563	1,115,042
Venezuela,.....	4,838,241	1,921,854	134,193	462,285	11,506	623,891	462,285	11,506	5,462,132	2,384,139
All other countries and ports in South America, not elsewhere specified,.....	109,636	146,963	....	33,627	....	38,291	33,627	....	147,927	180,590
All other countries and ports in Asia, not elsewhere specified,.....	32,417	....	....	104,180	....	....	104,180	....	32,417	104,180
All other countries and ports in Africa, not elsewhere specified,.....	489,901	118,395	....	145,766	....	111,654	145,766	....	601,555	264,161
All other islands and ports, not elsewhere specified,.....	....	....	....	11,160	161	8,713	11,160	161	8,713	11,160
Totals, 1873-74,.....	\$295,133,622	\$340,260,269	\$14,633,463	\$200,727,626	\$9,146,875	\$595,861,248	\$23,780,338	\$23,780,338	\$23,780,338	\$23,780,338

NOTE.—Import entries, sworn specie values at foreign place of export. Exports, (domestic produce, &c.,) sworn currency values at domestic place of export, except gold and silver, and exports from Pacific Coast, which are in specie. Foreign exports, (foreign merchandise, &c.,) mainly specie values.

* From official returns to the Customs authorities of the Dominion of Canada, it appears that merchandise to the value of \$10,200,059 was exported from the Districts of Niagara and Vermont to the Provinces of Quebec and Ontario, in addition to that given above.

IMPORTS OF SUGAR AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Sugar Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.
June 30.												
1856,.....	338,927,585	13,812,551	70,665,328	3,057,665	56,045,097	2,324,748	29,705,286	1,303,261	49,834,560	2,031,741	545,177,856	22,529,966
1857,.....	473,607,361	25,747,607	92,611,775	5,419,670	53,137,504	3,126,487	47,402,936	2,742,685	105,109,266	5,733,881	776,868,842	42,770,330
1858,.....	513,111,781	13,515,898	66,023,349	3,154,026	41,121,550	1,973,650	35,395,759	1,712,744	63,343,259	3,071,999	518,995,698	23,428,317
1859,.....	418,995,030	19,199,778	66,852,532	3,203,628	64,812,709	2,919,173	45,142,304	2,199,733	59,787,803	3,035,306	655,590,378	30,557,618
1860,.....	468,827,187	20,705,971	68,742,479	3,240,253	58,883,698	2,583,468	46,034,111	2,116,172	52,274,370	2,427,517	694,751,845	31,073,381
1861,.....	327,852,110	13,298,641	74,347,902	3,247,738	37,492,783	1,561,040	39,686,518	1,830,622	31,203,974	1,433,446	510,583,287	21,371,487
1862,.....	387,235,863	13,914,970	65,588,903	2,464,183	57,922,268	2,051,475	31,048,079	1,206,073	15,943,169	720,389	557,738,382	20,357,090
1863,.....	336,608,594	12,082,687	54,940,288	1,969,291	61,828,037	2,217,335	33,173,011	1,303,815	32,044,931	1,508,889	518,594,861	19,082,017
1864,.....	402,534,363	18,898,548	75,428,686	3,491,440	66,836,046	2,982,202	51,096,926	2,365,854	36,334,226	1,922,032	632,230,247	29,660,076
1865,.....	392,766,617	16,248,899	78,546,876	3,256,156	67,700,238	2,706,891	41,939,357	1,655,866	27,902,901	1,380,487	608,855,989	25,248,299
1866,.....	570,759,830	22,458,389	122,667,412	4,984,695	124,717,009	4,897,831	84,467,246	3,475,569	92,173,904	4,689,150	994,785,401	40,505,634
1867,.....	445,685,600	19,462,687	116,713,083	4,703,156	118,533,216	4,654,592	101,978,929	4,071,545	64,671,805	3,014,409	847,572,643	35,906,359
1868,.....	612,206,488	26,643,159	127,845,483	5,607,674	147,572,130	6,240,847	116,676,069	5,333,224	111,241,488	5,508,260	1,115,541,658	49,333,164
1869,.....	688,430,589	32,935,274	142,026,862	6,626,242	137,804,918	6,495,041	146,562,314	7,019,905	121,654,433	6,744,727	1,230,539,116	59,821,189
1870,.....	610,664,185	29,092,029	165,322,830	7,706,578	121,218,518	5,545,149	162,065,915	7,783,457	101,340,186	5,537,860	1,160,611,634	55,605,073
1871,.....	623,332,239	32,080,434	148,730,074	7,342,565	121,686,301	6,215,482	184,677,023	9,504,261	112,925,481	6,181,620	1,190,360,118	61,324,362
1872,.....	794,127,677	43,627,780	210,922,999	10,498,729	110,638,643	6,045,129	217,985,935	12,088,441	123,827,045	6,886,895	1,457,512,299	79,146,974
1873,.....	799,994,486	44,636,538	197,904,381	9,411,368	114,763,973	5,760,294	208,742,003	11,380,160	133,223,920	6,806,423	1,454,633,763	77,994,788
1874,.....	1,000,252,669	49,293,625	148,283,412	6,210,662	116,231,570	5,448,173	186,400,741	9,697,735	143,177,241	6,812,912	1,594,345,633	77,463,107

IMPORTS OF MOLASSES AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Molasses Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Gallons.	Dollars.	Gallons.	Dollars.	Gallons.	Dollars.	Gallons.	Dollars.	Gallons.	Dollars.	Gallons.	Dollars.
1856,	6,374,169	1,224,369	5,397,177	963,617	2,324,624	418,599	666,532	136,804	8,855,172	1,591,369	23,617,674	4,334,668
1857,	10,619,548	2,709,746	6,350,086	1,543,436	3,137,011	790,229	1,412,837	385,875	11,186,362	2,829,889	32,705,844	8,259,175
1858,	7,202,958	1,414,168	4,943,119	717,742	1,291,622	223,616	911,341	183,352	10,217,317	1,577,881	24,566,357	4,116,759
1859,	8,747,874	1,687,540	6,015,180	901,975	1,833,196	287,136	996,237	167,187	15,225,659	2,019,012	32,818,146	5,062,850
1860,	8,982,666	1,625,817	4,624,234	813,839	3,308,436	514,057	1,578,711	258,607	12,428,586	2,004,001	30,922,633	5,216,321
1861,	8,715,089	1,386,042	7,709,609	950,318	2,061,657	273,756	748,243	114,766	10,706,734	1,421,547	29,941,397	4,149,429
1862,	8,931,097	1,253,229	5,663,217	726,273	2,740,526	366,433	375,690	69,214	7,440,750	1,012,664	25,157,280	3,427,813
1863,	11,498,252	1,897,697	5,747,623	770,276	3,757,712	525,323	907,456	138,294	9,295,943	1,401,388	31,206,986	4,732,378
1864,	15,408,384	3,269,638	5,132,636	997,303	4,503,883	1,067,823	856,952	165,530	7,649,375	1,815,770	33,571,230	7,256,064
1865,	16,919,065	3,464,963	6,251,423	1,074,662	3,966,362	859,198	1,234,986	273,425	8,073,983	1,591,954	36,445,824	7,264,202
1866,	15,807,230	2,788,470	7,445,449	1,040,695	7,206,873	1,118,931	1,207,490	192,496	13,559,341	1,942,649	45,285,983	7,083,241
1867,	22,051,935	4,438,352	10,258,268	2,024,965	8,234,324	1,602,711	2,189,789	421,604	13,388,763	2,927,643	56,123,079	11,415,275
1868,	22,410,775	4,899,993	6,779,451	1,428,274	11,269,343	2,267,848	4,007,632	814,153	11,941,244	2,690,064	56,408,435	12,100,332
1869,	22,631,700	5,013,377	6,518,953	1,454,790	11,993,625	2,646,434	3,104,759	717,802	9,054,993	2,178,744	53,304,030	12,011,147
1870,	19,825,974	4,635,966	8,904,707	1,912,447	13,774,622	2,981,538	3,547,630	782,566	10,320,604	2,575,733	56,373,537	12,888,250
1871,	16,706,672	3,853,209	7,320,736	1,627,502	13,331,819	2,954,806	3,106,385	671,352	8,935,747	1,075,515	44,401,359	10,192,384
1872,	17,250,820	4,058,278	6,043,942	1,444,976	14,222,636	3,232,075	3,075,092	666,604	4,621,913	1,225,578	45,214,403	10,627,511
1873,	14,884,132	3,357,030	6,083,001	1,420,999	14,640,817	3,187,670	2,744,053	585,577	5,181,906	1,349,775	43,533,909	9,901,051
1874,	13,729,643	3,066,551	5,927,774	1,490,562	14,236,561	3,246,933	7,842,296	1,688,932	5,453,563	1,454,846	47,189,837	10,947,824

IMPORTS OF COFFEE AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Coffee Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.
1856,.....	84,970,916	7,899,949	12,680,744	1,209,482	22,136,549	2,009,401	39,164,956	3,478,619	76,912,103	6,976,107	235,865,268	21,573,558
1857,.....	84,511,403	8,066,961	13,490,742	1,342,475	18,849,634	1,785,348	34,398,483	3,090,690	89,425,965	8,141,284	240,676,227	22,426,758
1858,.....	69,489,364	6,756,969	10,712,922	1,091,146	22,586,761	2,163,947	28,170,731	2,767,984	58,251,522	5,589,794	189,211,300	18,369,840
1859,.....	95,674,439	9,071,601	18,509,376	1,722,051	30,167,454	2,870,678	34,671,818	3,327,970	85,413,447	8,093,729	264,436,534	25,086,029
1860,.....	81,802,112	8,502,817	9,853,950	1,058,446	16,671,173	1,786,201	27,015,595	3,274,477	66,801,903	7,261,856	202,144,733	21,883,797
1861,.....	64,254,444	7,022,808	5,558,866	695,025	12,036,904	1,408,888	30,561,260	3,238,243	30,213,243	3,362,727	142,624,717	15,727,791
1862,.....	93,678,505	10,673,483	7,224,414	766,836	6,847,621	909,620	12,312,285	1,491,995	2,736,486	350,261	122,799,311	14,192,195
1863,.....	52,282,836	7,201,588	3,462,428	459,375	2,068,673	281,649	13,564,681	1,713,110	9,082,996	740,138	80,461,614	10,395,860
1864,.....	98,352,129	11,761,444	4,791,074	665,767	7,222,661	944,910	13,527,357	1,759,939	7,729,561	1,089,526	131,632,782	16,221,586
1865,.....	82,041,208	8,098,165	3,763,490	502,751	2,093,911	444,862	11,343,931	1,389,127	5,074,041	531,636	104,316,581	10,906,541
1866,.....	134,029,993	14,956,304	2,950,823	333,139	6,739,578	839,094	21,600,030	2,405,809	16,092,768	1,997,418	181,413,192	20,531,764
1867,.....	121,009,154	13,212,175	5,141,752	787,132	3,230,270	378,210	34,289,146	3,635,289	23,566,258	2,683,453	187,236,580	20,696,259
1868,.....	161,351,378	16,152,082	6,450,868	735,532	7,562,843	854,514	39,544,614	3,977,999	34,074,197	3,518,324	248,983,900	25,288,451
1869,.....	165,457,573	15,950,748	7,050,216	755,241	1,874,334	193,761	46,787,315	4,355,324	29,061,354	2,849,553	254,160,993	24,531,743
1870,.....	121,449,998	12,578,223	9,895,019	1,210,044	5,792,915	578,400	64,287,036	6,409,818	37,750,187	3,843,033	235,256,574	24,234,879
1871,.....	146,932,411	14,525,745	6,398,256	698,729	3,433,555	456,784	92,892,904	8,759,397	65,975,562	6,430,598	317,992,048	30,992,869
1872,.....	168,601,128	21,798,786	2,637,563	346,640	4,536,671	726,050	73,776,708	9,057,669	50,356,992	6,282,346	298,805,946	37,942,225
1873,.....	161,411,473	24,468,685	5,228,037	769,125	4,536,671	726,050	61,496,168	9,221,066	60,624,922	8,924,745	293,297,271	44,109,671
1874,.....	172,595,005	33,485,559	7,954,869	1,623,131	3,328,587	669,105	55,795,782	10,489,314	45,497,269	8,776,855	285,171,512	55,048,967

IMPORTS OF TEA AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Tea Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		SAN FRANCISCO.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.				TOTAL UNITED STATES.	
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.
1856,.....	19,294,937	6,275,150	1,444,174	146,760	.....	.....	414	87	2,066,105	479,892	84,220	31,325	22,889,850	6,933,214		
1857,.....	16,158,926	5,014,726	3,082,893	550,166	4,279	825	83	44	1,119,565	208,240	2,108	1,174	20,367,824	5,775,175		
1858,.....	31,166,475	6,857,610	690,646	183,187	5,666	795	78	32	1,130,821	219,554	1,335	637	32,995,021	7,261,815		
1859,.....	27,561,415	7,066,939	439,636	48,932	80	51	300	120	1,273,882	271,732	2,444	967	29,368,757	7,388,741		
1860,.....	28,711,402	8,315,374	1,630,632	252,894	.....	.....	.....	.....	1,353,215	346,569	1,408	490	31,696,657	8,915,327		
1861,.....	19,613,855	5,058,332	246,966	29,621	14,126	2,609	.....	.....	1,349,176	341,339	3,163	1,079	21,227,286	5,432,980		
1862,.....	23,787,513	6,230,535	215,262	98,706	245	100	.....	.....	809,333	195,189	56,068	21,134	24,868,421	6,545,664		
1863,.....	27,418,315	7,328,678	119,839	34,325	1,551	1,112	2,492	626	2,189,001	619,108	16,073	9,676	29,747,271	8,003,525		
1864,.....	34,348,765	9,805,027	314,970	93,612	.....	.....	.....	.....	2,098,925	488,853	466,516	162,388	37,229,176	10,549,880		
1865,.....	17,720,508	4,430,239	180,323	45,034	.....	.....	190	70	640,667	208,581	53,626	18,932	18,595,314	4,702,856		
1866,.....	39,085,060	9,934,397	1,865,710	516,594	416	80	.....	.....	1,674,620	452,059	366,902	220,101	42,992,738	11,123,231		
1867,.....	36,514,725	11,372,116	938,437	241,444	6,159	2,997	.....	.....	2,370,118	764,061	63,219	34,419	39,892,658	12,415,037		
1868,.....	34,480,261	10,122,074	1,281,566	279,920	18	10	18	4	2,013,315	681,946	68,434	27,606	37,843,612	11,111,560		
1869,.....	38,967,743	12,119,588	2,050,702	644,942	165	72	46	13	2,260,810	712,957	474,888	210,178	43,754,354	13,687,750		
1870,.....	41,697,021	12,206,109	3,227,516	848,369	219	106	56	30	2,413,452	781,264	70,217	27,395	47,408,481	13,863,273		
1871,.....	46,646,013	15,743,815	1,012,710	245,382	155	108	109	78	3,612,751	1,233,729	93,181	31,505	51,364,919	17,254,617		
1872,.....	46,146,822	15,547,681	1,039,173	312,618	452,685	123,990	94	33	15,643,993	6,788,935	528,236	171,218	63,811,003	22,943,575		
1873,.....	50,780,011	18,586,946	421,930	165,169	698	314	624	466	13,433,376	5,665,170	178,497	48,105	64,815,136	24,466,170		
1874,.....	39,931,658	15,024,794	772,508	338,183	585,199	184,551	783	521	14,467,365	5,544,287	54,092	19,898	55,811,605	21,112,234		

IMPORTS OF WOOL AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Wool Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.			BOSTON.			PHILADELPHIA.			BALTIMORE.			AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.			TOTAL UNITED STATES.		
	Pounds.		Dollars.	Pounds.		Dollars.	Pounds.		Dollars.	Pounds.		Dollars.	Pounds.		Dollars.	Pounds.		Dollars.
1856,.....	5,510,996		708,541	8,571,975		884,013	830	55		358,062		50,850	295,530		21,605	14,737,393		1,665,064
1857,.....	6,500,272		893,021	9,351,024		1,144,943	61,309	9,236		305,216		45,808	284,239		32,736	16,502,060		2,125,744
1858,.....	.....		1,173,075	.....		2,493,470	.....	30,501		.....		130,690	.....		15,584	.....		3,843,320
1859,.....	.....		2,023,887	.....		2,191,024	.....	36,905		.....		105,748	.....		5,557	.....		4,363,121
1860,.....	.....		2,407,184	.....		2,233,159	.....	93,963		.....		55,139	.....		52,707	.....		4,842,152
1861,.....	.....		1,658,434	.....		2,838,620	.....	22,314		.....		105,791	.....		72,489	.....		4,697,648
1862,.....	24,377,195		3,726,057	13,374,198		2,079,953	102,314	18,534		509,857		63,826	2,955,292		591,936	41,318,856		6,480,306
1863,.....	49,921,337		8,231,386	20,561,922		3,331,144	632,894	112,127		584,029		57,861	197,572		39,546	71,917,754		11,772,064
1864,.....	60,867,275		10,255,830	23,516,968		3,808,601	1,666,923	292,187		163,946		24,230	978,350		214,292	87,193,462		14,595,140
1865,.....	27,380,225		4,246,539	11,663,084		1,763,340	625,357	109,056		686,092		79,825	17,317		2,348	40,372,075		6,201,108
1866,.....	44,342,058		6,156,737	22,873,030		3,118,882	47,914	8,414		243,394		30,201	410,635		66,849	67,917,031		9,381,083
1867,.....	20,414,432		3,453,006	13,677,145		2,036,717	237,932	52,080		918,934		93,382	841,664		264,962	36,240,107		5,905,147
1868,.....	13,283,006		2,022,743	9,106,664		1,266,011	237,396	32,258		5,872		357	1,491,865		405,287	24,124,803		3,792,656
1869,.....	21,105,799		2,807,744	14,354,605		1,999,080	470,923	75,325		272,307		29,062	3,072,292		689,747	39,275,926		5,600,958
1870,.....	28,805,700		3,497,254	16,582,175		2,303,687	297,790	33,669		242,756		25,763	3,301,778		882,977	49,230,199		6,743,350
1871,.....	37,833,991		5,011,049	25,616,468		3,721,115	543,350	70,308		1,109		108	4,063,110		977,863	68,058,028		9,780,443
1872,.....	59,869,356		12,786,160	52,545,362		10,651,232	668,366	143,139		30,017		4,877	9,143,398		2,628,787	122,256,499		26,214,195
1873,.....	39,828,678		8,874,743	26,974,345		8,539,873	1,164,578	310,275		25,684		3,893	7,502,764		2,705,154	85,496,049		20,433,938
1874,.....	21,691,625		3,965,458	16,254,553		2,922,933	317,011	65,966		12,793		1,624	4,663,559		1,294,325	42,939,541		8,250,306

NOTE.—From 1858 to 1861 the weight was not given.

IMPORTS OF MANUFACTURES OF WOOL AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Woollen Manufactures Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.	
1856,.....	25,267,419	....	3,706,809	....	1,987,494	....	219,842	....	780,229	....	31,961,793	
1857,.....	25,738,632	....	2,112,946	....	2,334,062	....	232,659	....	967,849	....	31,286,118	
1858,.....	21,987,784	....	1,613,511	....	1,547,042	....	262,920	....	1,074,834	....	26,486,091	
1859,.....	30,192,393	....	1,399,950	....	868,801	....	166,200	....	894,612	....	32,521,956	
1860,.....	34,004,313	....	1,120,834	....	1,226,905	....	240,570	....	1,284,323	....	37,936,945	
1861,.....	25,541,075	....	779,948	....	791,904	....	185,133	....	872,979	....	28,171,039	
1862,.....	13,310,688	....	1,093,889	....	64,868	....	2,002	....	343,322	....	14,814,769	
1863,.....	18,851,749	....	750,619	....	248,702	....	11,410	....	549,145	....	20,411,625	
1864,.....	29,689,817	....	1,314,884	....	129,724	....	13,110	....	991,801	....	32,139,336	
1865,.....	18,092,469	....	1,879,784	....	51,917	....	32,373	....	291,020	....	20,347,563	
1866,.....	50,226,677	....	5,717,119	....	585,452	....	86,075	....	1,516,054	....	58,131,396	
1867,.....	38,457,389	....	5,179,494	....	712,772	....	224,077	....	2,098,965	....	46,672,697	
1868,.....	27,424,309	....	3,351,793	....	14,654	....	71,219	....	1,509,354	....	32,371,329	
1869,.....	28,830,387	....	4,219,641	....	25,147	....	185,338	....	1,299,811	....	34,560,324	
1870,.....	28,569,889	....	4,113,117	....	30,640	....	271,073	....	1,450,340	....	34,455,059	
1871,.....	37,538,481	....	4,861,585	....	24,847	....	161,917	....	1,165,143	....	43,751,973	
1872,.....	44,123,393	....	6,280,226	....	52,378	....	406,557	....	1,540,922	....	52,408,471	
1873,.....	41,953,991	....	6,198,063	....	384,439	....	491,596	....	1,847,716	....	50,875,805	
1874,.....	37,191,046	....	5,435,216	....	1,845,866	....	487,386	....	1,772,518	....	46,732,032	

IMPORTS OF SILK AND MANUFACTURES OF SILK AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Silk and Silk Manufactures Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.	BOSTON.	PHILADELPHIA.	BALTIMORE.	SAN FRANCISCO.	AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,.....	29,248,483	....	....	....	....	266,280	....	32,553,013
1857,.....	28,076,307	....	....	5,744	....	470,042	....	30,334,299
1858,.....	20,552,671	....	....	5,354	....	374,417	....	22,771,553
1859,.....	27,453,310	....	....	1,031	....	396,823	....	29,699,523
1860,.....	32,028,160	....	....	1,940	....	478,879	....	34,301,796
1861,.....	23,289,763	....	....	562	....	710,251	....	25,165,145
1862,.....	7,348,613	....	....	36	....	29,064	....	8,077,902
1863,.....	12,473,884	....	....	92	....	87,599	....	13,909,228
1864,.....	20,368,641	....	....	....	....	21,306	....	22,655,687
1865,.....	9,491,878	....	....	....	....	38,775	....	10,324,779
1866,.....	29,653,898	....	....	77	....	68,055	....	31,793,806
1867,.....	20,241,812	....	....	3,735	....	289,694	....	22,247,209
1868,.....	18,913,618	....	....	37,684	....	142,731	....	20,298,031
1869,.....	24,163,454	....	....	28,136	....	74,843	....	25,652,096
1870,.....	24,819,207	....	....	72,653	....	472,203	....	26,922,006
1871,.....	34,342,967	....	....	108,045	....	100,005	....	38,080,593
1872,.....	36,464,121	....	....	48,662	....	194,422	....	42,074,238
1873,.....	20,697,959	....	....	225,410	....	170,013	....	36,350,656
1874,.....	24,155,711	....	....	187,471	....	159,227	....	27,850,790

IMPORTS OF MANUFACTURES OF COTTON AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Cotton Manufactures Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.	
1856,.....	18,552,236	....	2,678,494	....	2,897,373	....	415,835	....	1,374,061	....	25,917,999	
1857,.....	20,864,350	....	2,317,665	....	2,801,504	....	524,931	....	2,177,276	....	28,685,726	
1858,.....	11,916,646	....	2,211,500	....	1,438,634	....	355,730	....	2,042,620	....	17,965,139	
1859,.....	19,398,658	....	3,488,754	....	1,394,748	....	309,341	....	1,763,580	....	26,355,081	
1860,.....	22,641,611	....	4,154,502	....	1,824,043	....	371,811	....	3,567,057	....	32,559,024	
1861,.....	17,275,611	....	3,580,627	....	1,487,964	....	299,411	....	1,102,735	....	23,746,348	
1862,.....	6,452,777	....	1,573,958	....	130,400	....	540	....	749,657	....	8,907,332	
1863,.....	11,434,105	....	1,645,353	....	324,457	....	2,837	....	714,837	....	14,121,589	
1864,.....	11,054,881	....	2,097,611	....	184,488	....	30,180	....	974,341	....	14,341,501	
1865,.....	6,363,928	....	428,370	....	58,548	....	23,897	....	362,849	....	7,237,592	
1866,.....	25,380,064	....	2,816,085	....	446,554	....	81,046	....	1,476,474	....	30,200,223	
1867,.....	23,806,191	....	1,637,431	....	305,979	....	173,228	....	2,173,184	....	28,096,013	
1868,.....	13,923,575	....	733,216	....	22,259	....	58,767	....	1,832,266	....	16,570,083	
1869,.....	18,015,711	....	1,084,846	....	6,651	....	112,758	....	1,261,346	....	20,481,312	
1870,.....	20,237,943	....	807,198	....	21,648	....	173,708	....	2,139,556	....	23,380,053	
1871,.....	26,251,063	....	1,416,837	....	16,773	....	143,940	....	2,048,027	....	29,876,640	
1872,.....	30,986,069	....	1,808,038	....	62,864	....	277,325	....	2,173,151	....	35,307,447	
1873,.....	30,821,475	....	1,924,668	....	102,843	....	299,545	....	2,052,793	....	35,201,324	
1874,.....	23,709,180	....	1,466,218	....	673,119	....	303,320	....	2,042,032	....	28,193,869	

IMPORTS OF MANUFACTURES OF FLAX AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Flax Manufactures Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.	BOSTON.	PHILADELPHIA.	BALTIMORE.	AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,.....	8,164,533	1,054,452	1,203,434	140,481	626,563	11,189,463	
1857,.....	8,765,942	858,208	1,125,091	106,806	585,495	11,441,542	
1858,.....	4,823,264	532,836	551,531	73,224	576,468	6,557,323	
1859,.....	8,482,214	818,027	442,945	59,208	538,211	10,340,605	
1860,.....	8,675,492	777,885	569,610	50,586	662,562	10,736,935	
1861,.....	6,597,450	546,330	350,312	37,115	291,458	7,822,665	
1862,.....	3,612,873	319,107	47,909	1,246	68,537	4,049,672	
1863,.....	7,087,303	655,244	96,488	4,483	198,908	8,042,426	
1864,.....	8,738,800	616,686	54,425	21,048	484,676	9,915,635	
1865,.....	8,963,915	552,581	67,109	24,382	424,465	10,032,452	
1866,.....	.....	.....	.....	.....	.....	23,439,155
1867,.....	.....	.....	.....	.....	.....	20,461,845
1868,.....	11,547,033	1,003,325	18,334	40,450	821,601	13,430,743	
1869,.....	14,807,647	.....	9,202	66,902	1,669,136	16,552,887
1870,.....	14,067,181	1,429,651	8,413	61,868	686,049	16,253,162	
1871,.....	15,475,807	1,843,699	21,230	52,260	668,099	18,061,095	
1872,.....	18,143,679	2,131,355	31,981	136,693	777,783	21,220,496	
1873,.....	17,140,619	2,095,655	92,558	206,170	893,389	20,428,391	
1874,.....	14,376,173	1,470,922	633,915	220,312	771,433	17,472,755	

NOTE.—The imports of the manufactures of Flax of the several customs districts for the years 1866 and 1867 were not given.

IMPORTS OF IRON AND STEEL AND MANUFACTURES OF IRON AND STEEL AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Iron and Steel, and Iron and Steel Manufactures, Imported into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		BOSTON.		PHILADELPHIA.		BALTIMORE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.	
1856,.....	13,690,353	....	4,076,837	....	1,486,172	....	685,259	....	4,641,641	....	24,580,262	....
1857,	15,254,799	....	2,771,611	....	1,451,037	....	400,427	....	6,076,207	....	25,954,111	....
1858,.....	9,671,582	....	2,334,327	....	956,057	....	363,648	....	2,952,425	....	16,328,039	....
1859, ..	9,933,392	....	2,916,004	....	1,178,916	....	391,344	....	2,628,940	....	17,048,596	....
1860,.....	12,382,585	....	3,050,586	....	1,383,528	....	577,355	....	4,127,526	....	21,526,580	....
1861,.....	10,344,358	....	2,786,528	....	1,310,560	....	485,780	....	2,640,768	....	17,467,994	....
1862,.....	6,285,824	....	1,495,539	....	232,343	....	31,048	....	587,184	....	8,631,938	....
1863,	8,022,435	....	2,288,209	....	602,645	....	86,646	....	1,683,592	....	12,683,527	....
1864,.....	14,367,279	....	2,591,063	....	688,208	....	315,065	....	1,618,083	....	19,579,698	....
1865,.....	8,706,776	....	2,204,418	....	394,712	....	231,409	....	910,982	....	12,508,297	....
1866,.....	13,048,037	....	2,690,478	....	847,689	....	609,757	....	2,229,143	....	19,425,109	....
1867,.....	14,476,367	....	4,033,696	....	1,716,203	....	1,138,392	....	3,917,673	....	25,342,246	....
1868,.....	13,319,961	....	3,537,013	....	1,342,513	....	721,566	....	4,467,357	....	23,378,410	....
1869,.....	16,923,642	....	4,308,265	....	1,670,368	....	1,001,366	....	5,482,691	....	29,446,336	....
1870,.....	16,756,341	....	4,394,691	....	1,617,638	....	916,616	....	8,980,163	....	32,665,454	....
1871,	22,428,944	....	5,094,405	....	2,592,773	....	1,234,245	....	12,075,608	....	43,425,975	....
1872,.....	28,557,768	....	7,059,833	....	3,825,322	....	2,008,752	....	14,088,483	....	55,540,188	....
1873,.....	28,638,891	....	8,372,124	....	5,561,483	....	1,605,814	....	15,130,140	....	59,808,452	....
1874,.....	17,783,924	....	6,316,950	....	2,236,517	....	1,442,999	....	5,963,156	....	23,793,546	....

IMPORTS, EXPORTS AND RE-EXPORTS OF COIN AND BULLION OF THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Imports, Exports and Re-Exports of Coin and Bullion of the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with the aggregate of all other Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

PORT OF NEW-YORK.

Year ending June 30.	IMPORTS.				EXPORTS.				RE-EXPORTS.			
	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,...	587,551	40,115	459,833	36,599	1,124,098	....	....	11,395,268	13,369,745	24,765,013	521,643	....
1857,...	782,822	147,190	5,444,504	67,339	6,441,855	....	....	22,247,116	14,243,729	36,490,845	2,214,926	....
1858,...	689,533	271,027	8,096,651	269,833	9,327,044	....	....	14,917,585	12,456,256	27,373,841	....	....
1859,...	389,092	180,847	840,966	203,196	1,614,101	....	....	19,213,558	24,412,267	43,625,825	....	....
1860,...	853,255	71,935	1,363,976	93,689	2,382,855	....	....	22,749,036	27,589,901	50,338,937	18,464	....
1861,...	808,627	549,373	29,845,679	2,972,509	34,176,188	....	....	9,384,969	9,727,810	19,112,779	....	....
1862,...	522,683	148,315	10,194,118	824,571	11,689,687	....	....	16,566,133	8,160,050	24,726,183	....	....
1863,...	533,068	3,058	1,067,130	128,274	1,731,530	....	....	36,931,382	9,083,498	46,014,830	....	....
1864,...	256,849	41,928	1,784,847	15,433	2,099,057	1,632,532	38,452	46,500,654	7,438,879	55,610,517	....	....
1865,...	135,240	7,658	1,732,546	13,987	1,890,431	1,241,154	181,700	30,479,886	5,830,615	37,733,355	....	....
1866,...	574,016	28,779	1,609,788	47,661	2,260,244	976,705	2,633,367	40,728,640	11,751,758	56,091,470	....	....
1867,...	969,305	11,861	8,886,343	112,324	9,979,833	1,830,230	8,892,918	17,430,400	8,763,881	36,917,429	26,500	....
1868,...	919,682	84,335	4,481,350	304,264	5,789,631	1,450,168	8,208,455	40,797,270	19,412,695	69,868,588	18,939	....
1869,...	1,479,284	41,948	11,398,406	138,036	13,057,674	736,012	6,187,931	12,450,723	7,240,763	26,615,429	20,000	....
1870,...	3,293,649	40,636	9,514,749	92,159	12,941,193	3,042,894	2,531,132	8,162,869	9,143,438	22,880,333	213,818	....
1871,...	5,245,848	7,309	3,702,507	198,337	9,154,001	2,106,875	14,193,944	49,557,206	6,374,385	72,232,410	....	....
1872,...	970,016	10,271	1,290,032	82,998	2,353,317	1,548,327	18,902,556	29,803,215	1,936,842	52,190,940	1,958,392	....
1873,...	6,450,034	19,904	1,121,302	20,694	7,611,934	1,511,097	24,795,067	27,157,578	3,715,090	141,241	1,015,690	....
1874,...	2,986,130	13,044	14,818,925	583,143	18,401,242	1,991,876	20,210,469	21,391,803	2,531,728	46,433,564	25,000	....

IMPORTS, EXPORTS AND RE-EXPORTS OF COIN AND BULLION.—Continued.

AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.

Year ending June 30.	IMPORTS.				EXPORTS.				RE-EXPORTS.						
	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.	Total.	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.	Total.	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,..	2,525,325	63,836	416,183	77,699	3,083,534	....	....	4,063,065	15,320,201	19,383,266	204,487	18,378	220,044	....	442,909
1857,..	4,639,227	187,924	1,058,547	84,246	6,019,944	....	....	6,530,256	17,057,251	23,587,507	1,676,122	13,221	363,832	8,000	2,061,175
1858,..	6,610,016	137,852	1,183,318	2,016,266	9,947,452	....	....	4,556,455	10,476,950	15,033,405	2,535,784	94,559	493,243	148,989	3,272,575
1859,..	4,596,822	142,631	542,823	538,412	5,820,688	....	....	4,958,884	8,917,596	13,876,480	2,696,706	82,562	361,665	30,464	3,171,397
1860,..	4,688,151	428,008	651,623	399,498	6,167,280	....	....	3,284,642	3,323,272	6,607,914	1,712,080	16,629	60,769	51,181	1,840,659
1861,..	2,234,161	465,520	9,102,969	370,773	12,163,423	....	....	1,103,621	3,583,470	4,687,091	862,599	42,826	175,608	6,700	1,057,733
1862,..	1,735,750	101,293	2,303,165	585,157	4,725,365	....	....	1,210,779	5,107,689	6,318,468	1,234,843	....	330,384	....	1,565,227
1863,..	3,470,963	46,478	2,584,186	1,750,948	7,852,575	....	....	7,677,147	2,301,535	9,978,682	839,946	550	916,493	....	1,756,989
1864,..	1,615,278	24,788	6,879,287	2,497,202	11,016,555	870,019	797,935	39,648,267	3,546,824	44,864,045	1,200,386	1,145	125,812	33,449	1,360,792
1865,..	618,051	1,344,419	3,358,699	13,777	5,334,946	444,522	493,180	4,543,970	8,610,250	14,091,922	593,442	....	163,070	1,900	758,412
1866,..	1,886,161	14,875	5,613,704	925,108	8,439,848	706,354	8,199,482	8,667,353	8,979,715	26,552,904	1,461,140	48,825	58,466	32,854	1,601,285
1867,..	4,014,306	50,137	6,166,878	1,859,321	12,030,642	1,062,760	6,960,612	4,931,635	5,103,760	18,058,767	1,248,043	....	194,518	....	1,442,561
1868,..	4,440,833	6,075	2,471,557	1,450,272	8,398,737	1,086,338	4,769,856	3,592,733	4,428,460	13,877,387	3,267,497	149,068	116,256	64,008	3,596,829
1869,..	4,140,882	13,194	1,843,232	752,894	6,750,202	163,751	7,385,496	2,407,646	6,343,644	16,300,537	3,547,802	19,356	61,647	19,146	3,647,951
1870,..	10,906,148	121,796	1,861,441	588,601	13,477,986	511,435	9,217,732	4,605,632	6,668,670	21,003,469	3,419,288	2,682	19,072	14,000	3,455,042
1871,..	9,034,779	98,527	2,003,667	979,050	12,116,023	428,890	3,091,972	5,934,513	2,715,574	12,170,949	3,217,404	....	146,138	....	3,363,542
1872,..	3,675,306	370,638	6,055,219	1,289,209	11,330,372	142,754	3,827,101	10,583,142	6,049,303	20,607,300	2,028,913	22,792	150,788	3,500	2,205,993
1873,..	5,876,741	451,811	6,018,552	1,521,839	13,839,003	163,345	2,963,999	8,504,285	7,257,502	18,889,131	3,103,630	17,284	25,766	....	3,146,680
1874,..	5,127,956	824,639	3,069,543	1,031,526	10,053,664	2,563,542	2,238,313	7,375,140	1,039,127	13,266,122	2,977,057	....	27,832	....	3,004,889

IMPORTS, EXPORTS AND RE-EXPORTS OF COIN AND BULLION.—Continued.

TOTAL OF ALL THE PORTS OF THE UNITED STATES.

Year ending June 30.	IMPORTS.				Total.	EXPORTS.				Total.	RE-EXPORTS.				Total.
	Silver Coin.	Silver Bullion.	Gold Coin.	Gold Bullion.		Dollars.	Silver Coin.	Silver Bullion.	Gold Coin.		Gold Bullion.	Dollars.	Silver Coin.	Silver Bullion.	
1856, ..	3,113,376	103,951	876,016	114,289	4,207,632	....	....	15,458,333	28,689,946	41,148,279	726,130	18,378	852,698	....	1,597,206
1857, ..	5,472,049	335,114	6,503,051	151,585	12,461,799	....	....	28,777,372	31,390,980	60,078,352	3,891,048	13,221	5,146,301	8,000	9,053,570
1858, ..	7,299,549	408,879	9,279,969	2,236,099	19,274,496	....	....	19,474,040	22,933,206	42,407,246	2,535,784	94,559	7,446,569	148,989	10,225,901
1859, ..	4,985,914	323,478	1,383,789	741,608	7,434,789	....	....	24,172,442	33,329,863	57,502,305	2,696,706	82,562	3,575,284	30,464	6,385,016
1860, ..	5,541,406	499,943	2,015,599	493,187	8,550,135	....	....	26,033,678	30,913,173	56,946,851	8,065,107	35,093	1,448,007	51,181	9,599,388
1861, ..	3,032,788	1,014,893	38,948,648	3,343,282	46,330,611	....	....	10,488,590	13,311,280	23,799,870	2,324,281	42,826	3,617,403	6,700	5,991,210
1862, ..	2,258,433	249,603	12,497,283	1,409,723	16,415,052	....	....	17,776,912	13,267,739	31,044,651	1,407,645	....	4,395,252	....	5,802,897
1863, ..	4,004,031	49,536	3,651,316	1,879,222	9,584,105	....	....	44,608,529	11,385,023	55,993,562	1,993,223	559	6,169,276	....	8,163,049
1864, ..	1,872,127	66,716	8,664,134	2,512,635	13,115,612	2,502,551	836,387	86,148,921	10,985,703	100,473,562	1,394,824	1,145	3,493,561	33,449	4,922,979
1865, ..	753,291	1,352,077	5,092,245	27,764	7,225,377	1,685,676	674,880	35,023,856	14,440,865	51,825,277	721,865	....	1,799,142	1,900	2,522,907
1866, ..	2,460,177	43,654	7,223,492	972,769	10,700,022	1,683,059	10,832,849	49,395,993	20,721,473	82,643,374	2,255,520	75,325	1,036,989	32,854	3,400,697
1867, ..	4,983,611	61,998	15,053,221	1,971,645	22,070,475	2,892,990	15,853,530	22,362,035	13,867,611	54,976,196	3,076,286	18,939	2,796,951	....	5,892,176
1868, ..	5,360,515	90,410	6,952,907	1,781,536	14,188,368	2,536,506	12,978,311	44,390,003	23,841,155	83,745,975	5,703,873	169,068	4,070,678	94,508	10,038,127
1869, ..	5,620,166	55,142	13,241,638	890,930	19,807,876	899,763	13,573,427	14,858,369	13,584,407	42,915,966	6,428,518	233,174	7,541,576	19,146	14,222,414
1870, ..	14,199,797	162,432	11,376,190	680,760	26,419,179	3,551,329	11,748,864	12,768,501	15,812,108	43,883,802	9,213,829	2,682	5,015,575	39,778	14,271,864
1871, ..	14,280,627	105,836	5,706,174	1,177,387	21,270,024	2,535,765	17,285,916	55,491,719	9,089,959	84,403,359	11,934,099	....	2,104,530	....	14,038,629
1872, ..	4,645,322	380,909	7,345,251	1,372,207	13,743,689	1,691,081	22,729,657	40,391,357	7,986,145	72,798,240	5,744,003	164,033	1,166,478	4,780	7,079,294
1873, ..	12,326,775	471,715	7,139,854	1,542,593	21,480,937	1,674,442	27,759,066	35,661,863	8,810,175	73,905,516	10,232,556	85,795	384,677	....	10,703,028
1874, ..	8,114,086	837,633	17,883,468	1,614,669	28,454,906	4,555,418	22,498,782	28,766,943	3,878,543	59,699,686	5,508,785	25,000	1,396,934	....	6,936,719

EXPORTS OF COTTON FROM THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Cotton Exported from the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with the Exports of the leading Cotton Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.		CHARLESTON.		SAVANNAH.		NEW-ORLEANS.		MOBILE.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL. UNITED STATES.	
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.
1856,...	114,655,551	12,608,886	151,315,694	16,065,224	75,641,247	7,311,808	707,903,393	65,443,416	264,855,895	23,479,249	37,349,618	3,473,818	1,351,431,701	128,382,351
1857,...	79,310,925	10,697,319	99,971,959	14,297,619	75,550,527	9,915,351	597,004,768	72,120,095	160,557,326	20,201,725	35,886,970	4,343,759	1,048,232,475	131,575,559
1858,...	62,042,331	8,368,500	116,748,224	15,311,468	73,934,666	8,953,477	634,289,575	73,152,768	183,965,893	20,761,180	42,595,323	4,839,268	1,118,629,012	131,386,661
1859,...	70,521,927	8,912,811	136,792,763	16,403,859	123,153,189	14,723,920	743,590,659	85,741,449	250,220,282	28,743,248	62,359,742	6,909,636	1,386,465,562	161,434,923
1860,...	103,340,755	12,439,953	165,399,355	19,663,295	155,800,585	17,809,127	922,766,397	96,166,118	351,540,748	33,533,042	63,338,493	7,194,990	1,767,656,338	191,506,555
1861,...	115,676,889	14,118,573	40,695,495	4,949,350	1,330,884	179,715	31,533,832	2,923,538	87,202,510	8,438,957	31,071,489	3,441,350	307,516,099	34,051,483
1862,...	4,826,534	1,131,435	....	....	....	....	....	....	....	....	238,030	48,673	5,064,564	1,180,113
1863,...	9,168,400	5,720,467	....	....	....	....	1,862,362	745,849	....	....	354,224	186,089	11,384,956	6,652,405
1864,...	9,647,696	8,166,240	....	....	....	....	2,192,455	1,611,263	....	....	153,760	115,246	11,993,911	9,895,854
1865,...	5,955,504	4,724,858	....	....	....	....	550,671	893,457	....	....	100,991	102,204	6,607,166	5,720,549
1866,...	198,601,471	94,557,627	20,783,512	9,477,702	41,363,745	17,619,657	233,955,490	94,433,932	121,788,802	51,052,539	34,079,809	13,893,686	650,572,829	281,385,223
1867,...	183,674,032	59,800,041	32,769,836	11,493,644	51,100,881	16,200,504	267,799,492	78,685,957	74,967,835	22,009,226	51,161,512	13,281,021	661,473,588	201,470,423
1868,...	157,824,895	33,570,208	45,479,794	9,622,974	125,593,198	24,174,980	273,310,931	53,378,521	122,476,824	22,533,837	55,017,991	9,540,213	784,763,633	152,820,733
1869,...	126,373,159	32,635,606	23,939,193	7,005,621	76,753,175	20,443,619	279,292,757	68,607,310	80,898,941	20,426,953	57,015,696	13,463,913	644,327,921	162,633,052
1870,...	177,775,511	44,076,531	39,550,350	10,366,273	121,696,919	29,256,198	435,457,031	100,686,902	94,462,212	22,376,498	89,616,500	20,265,222	958,553,523	227,027,624
1871,...	300,885,129	47,722,795	78,252,366	12,025,864	221,108,309	32,403,805	584,798,463	86,884,964	149,501,117	21,841,095	128,352,640	17,448,586	1,462,928,024	218,327,109
1872,...	161,323,538	30,741,904	50,491,642	10,183,350	141,470,758	27,829,817	425,990,231	82,121,910	69,560,034	13,881,553	84,701,210	15,926,061	933,537,413	180,684,595
1873,...	247,881,798	49,130,448	69,539,529	13,460,747	173,512,837	32,169,060	519,995,834	98,171,632	64,652,810	12,153,064	124,180,722	22,178,063	1,500,063,530	227,243,069
1874,...	237,855,558	41,499,597	108,033,214	17,021,471	200,623,444	29,743,625	549,698,675	84,470,064	63,856,054	9,885,929	198,530,355	23,602,894	1,353,602,303	211,223,580

NOTE.—The Civil War existed from 1861 to 1865, and during that period the Ports of the Southern States were under blockade.

EXPORTS OF TOBACCO FROM THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Tobacco exported from the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Statistics of Trade and Finance—1874.

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Year ending June 30.	NEW-YORK.		BOSTON.		BALTIMORE.		RICHMOND.		NEW-ORLEANS.		AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.	
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.
1856,.....	....	1,179,539	....	227,486	....	2,371,432	....	2,496,037	....	5,437,891	....	509,458	....	12,221,843
1857,.....	....	1,793,772	....	249,347	....	4,661,757	....	4,103,990	....	8,766,354	....	685,552	....	20,260,772
1858,.....	....	1,482,970	....	143,653	....	3,430,987	....	4,079,322	....	7,564,247	....	309,288	....	17,009,767
1859,.....	....	1,455,797	....	210,630	....	3,783,579	....	4,077,745	....	11,110,081	....	436,206	....	21,074,188
1860,.....	....	1,882,255	....	122,920	....	3,124,993	....	3,032,759	....	7,434,909	....	303,711	....	15,906,547
1861,.....	....	3,494,222	....	208,980	....	4,118,310	....	2,430,927	....	3,245,745	....	236,526	....	13,784,710
1862,.....	....	8,792,844	....	268,915	....	3,041,084	....	....	....	....	....	222,563	....	12,325,356
1863,.....	....	12,255,489	....	504,093	....	4,361,563	....	....	....	1,812,746	....	818,185	....	19,752,076
1864,.....	....	18,080,483	....	613,494	....	3,167,126	....	....	....	62,720	....	922,113	....	22,845,986
1865,.....	....	34,744,933	....	406,338	....	5,599,926	....	....	....	42,210	....	798,731	....	41,592,188
1866,.....	115,290,631	19,868,349	2,965,900	592,646	35,715,859	3,571,763	25,233,936	4,281,863	5,560,121	351,359	3,009,801	790,160	190	826,243
1867,.....	116,766,468	12,446,678	3,435,193	592,693	42,761,845	3,438,709	2,169,401	224,064	14,533,778	1,390,625	5,136,380	1,537,385	184	803,065
1868,.....	113,239,256	13,161,899	2,879,173	517,906	50,173,455	4,219,778	14,572,155	2,131,466	18,530,198	1,911,936	6,626,266	955,838	206	020,504
1869,.....	86,672,871	10,682,254	3,150,792	514,258	46,743,052	4,334,636	9,801,573	1,391,363	29,373,272	2,819,812	5,786,070	810,620	181	527,630
1870,.....	102,552,734	12,373,804	3,207,078	473,226	41,012,619	3,553,418	6,246,119	862,855	26,809,299	3,647,593	5,921,032	784,524	155	748,881
1871,.....	111,375,156	10,653,319	2,375,986	293,900	55,472,147	4,092,363	6,124,079	752,542	33,576,585	3,312,918	6,743,651	803,750	215	667,604
1872,.....	122,323,285	13,374,351	3,672,601	486,812	53,812,211	4,493,764	11,646,717	1,327,160	38,184,337	3,800,255	5,292,741	653,821	234	936,592
1873,.....	114,114,120	12,681,242	3,637,053	535,311	55,364,759	4,962,370	6,947,508	837,323	24,065,296	2,569,558	6,866,440	1,096,326	213	995,176
1874,.....	160,268,360	16,117,749	6,960,179	1,116,733	76,053,533	5,868,405	18,359,320	1,927,730	38,159,863	3,289,409	18,306,544	2,145,066	318	097,804

NOTE.—Previous to 1866 the quantities were given in bales, cases and hogsheds.

EXPORTS OF CHEESE, BACON AND HAMS FROM THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Quantity and Value of Cheese, Bacon and Hams Exported from the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with the aggregate of all other Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	PORT OF NEW-YORK.						AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.						TOTAL UNITED STATES.					
	Cheese.			Bacon and Hams.			Cheese.			Bacon and Hams.			Cheese.			Bacon and Hams.		
	Pounds.	Dollars.		Pounds.	Dollars.		Pounds.	Dollars.		Pounds.	Dollars.		Pounds.	Dollars.		Pounds.	Dollars.	
1856, ..	7,535,059	752,382		27,700,421	2,648,916		1,201,970	135,323		14,047,671	1,214,412		9,737,029	887,705		41,748,092	3,863,325	
1857, ..	5,077,048	488,154		23,223,250	2,414,022		1,376,024	159,269		20,635,289	2,097,420		6,452,072	647,423		43,863,589	4,511,442	
1858, ..	6,436,075	561,451		16,714,802	1,485,958		1,662,452	170,459		4,239,572	471,465		8,098,527	731,910		20,954,374	1,957,423	
1859, ..	5,606,406	500,279		6,624,665	646,963		1,496,917	149,023		5,365,029	616,079		7,103,323	649,302		11,939,694	1,268,042	
1860, ..	14,410,717	1,443,454		16,161,749	1,558,946		1,105,082	122,176		9,632,861	714,822		15,515,799	1,565,630		25,844,610	2,273,763	
1861, ..	30,930,663	3,154,401		45,355,052	4,344,393		1,430,760	167,230		4,909,215	503,946		32,361,428	3,321,631		50,264,267	4,848,339	
1862, ..	31,539,244	2,486,835		124,127,335	9,010,116		2,513,434	229,057		17,085,451	1,280,456		34,052,678	2,715,892		141,212,786	10,290,572	
1863, ..	39,219,059	3,920,003		183,074,125	15,463,129		2,925,995	296,801		30,169,484	3,195,151		42,045,054	4,216,804		218,243,609	18,658,280	
1864, ..	44,555,851	5,273,239		105,617,406	11,681,581		3,195,973	364,768		5,269,040	641,746		47,751,329	5,638,007		110,886,446	12,323,327	
1865, ..	51,350,718	11,356,779		35,441,475	7,325,962		1,788,750	323,148		10,549,237	3,195,740		53,089,468	11,684,927		45,990,712	10,521,702	
1866, ..	34,053,867	5,709,106		33,850,155	5,490,360		2,358,118	327,722		3,738,775	779,436		36,411,985	6,036,828		37,538,930	6,269,796	
1867, ..	50,862,072	7,650,154		23,357,253	2,936,212		1,490,055	243,381		2,290,968	354,954		52,352,127	7,893,535		25,648,226	3,291,176	
1868, ..	50,337,918	6,899,783		36,125,854	4,586,120		759,285	110,636		7,533,210	890,875		51,097,203	7,010,424		43,659,064	5,476,998	
1869, ..	39,624,269	6,376,818		43,853,467	6,790,603		336,098	61,043		5,374,698	691,457		39,960,367	5,437,866		49,228,165	7,482,060	
1870, ..	56,980,892	8,824,987		35,490,843	5,589,822		315,435	56,947		3,477,413	533,291		57,291,327	8,881,934		38,963,256	6,123,113	
1871, ..	63,109,209	8,670,163		55,476,396	6,440,274		589,553	82,827		15,970,458	1,686,409		63,698,867	8,752,990		71,446,854	8,126,683	
1872, ..	65,421,331	7,649,085		185,432,236	15,688,436		782,694	103,533		60,775,907	5,238,156		66,204,025	7,752,918		246,208,143	21,126,592	
1873, ..	79,328,814	10,337,382		290,214,211	25,646,984		1,037,726	160,628		105,167,526	9,375,153		80,366,540	10,498,010		395,381,737	35,022,137	
1874, ..	88,315,565	11,624,406		238,602,635	23,202,938		2,293,512	274,589		108,802,770	10,180,970		90,611,077	11,898,995		347,405,405	33,383,908	

EXPORTS OF BEEF AND PORK FROM THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

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Statement exhibiting the Quantity and Value of Beef and Pork Exported from the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with the aggregate of all other Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	PORT OF NEW-YORK.				AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.				TOTAL UNITED STATES.			
	Beef.		Pork.		Beef.		Pork.		Beef.		Pork.	
	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.	Pounds.	Dollars.
1856,.....	....	1,268,882	....	2,820,107	....	714,269	....	2,209,833	....	1,983,151	....	5,029,940
1857,.....	....	713,968	....	1,190,375	....	504,380	....	1,615,492	....	1,218,348	....	2,805,867
1858,.....	....	1,312,957	....	1,169,707	....	768,899	....	1,683,235	....	2,081,856	....	2,852,942
1859,.....	....	1,561,834	....	1,747,687	....	626,222	....	1,608,059	....	2,188,056	....	3,355,746
1860,.....	....	1,898,643	....	1,694,678	....	775,681	....	1,437,635	....	2,674,324	....	3,132,313
1861,.....	....	1,190,420	....	1,441,427	....	467,353	....	1,168,391	....	1,657,773	....	2,609,818
1862,.....	....	1,419,385	....	2,196,390	....	597,692	....	1,783,763	....	2,017,077	....	3,980,153
1863,.....	....	1,777,577	....	2,418,371	....	408,344	....	1,916,404	....	2,185,921	....	4,334,775
1864,.....	....	2,554,453	....	3,001,948	....	468,565	....	2,826,082	....	3,023,018	....	5,828,030
1865,.....	....	2,957,258	....	3,971,982	....	347,513	....	2,871,153	....	3,304,771	....	6,843,135
1866,.....	15,924,946	2,456,359	16,523,057	2,735,512	3,128,854	310,092	13,533,731	2,052,972	19,053,800	2,766,451	30,056,788	4,788,484
1867,.....	11,116,440	1,404,941	17,355,299	2,270,212	3,066,122	322,409	10,019,578	1,327,478	14,182,562	1,727,350	27,374,877	3,597,690
1868,.....	20,176,732	2,440,012	16,647,026	1,969,284	2,506,799	255,999	12,043,107	1,298,368	22,683,531	2,696,011	28,690,133	3,267,652
1869,.....	24,097,678	2,119,316	14,665,272	2,065,054	3,201,519	311,041	9,774,560	1,357,874	27,299,197	2,430,357	24,439,832	3,422,928
1870,.....	24,414,707	1,754,973	16,848,192	2,098,345	2,313,066	184,805	7,791,639	1,154,792	26,727,773	1,939,778	24,639,831	3,253,137
1871,.....	40,658,520	3,541,552	27,598,907	2,942,159	3,221,697	284,114	11,651,843	1,360,161	43,880,217	3,825,666	39,250,750	4,302,320
1872,.....	23,425,456	1,624,739	34,099,938	2,428,286	3,226,638	246,087	23,069,580	1,694,022	26,652,094	1,870,826	57,169,518	4,122,308
1873,.....	27,392,831	2,129,895	36,679,740	2,957,619	4,212,365	317,586	27,467,721	2,049,416	31,605,196	2,447,481	64,147,461	5,907,035
1874,.....	22,443,121	1,782,963	42,482,749	3,583,640	13,593,416	1,173,713	27,999,630	2,225,072	36,036,537	2,956,676	70,482,379	5,808,712

NOTE.—Previous to 1866 the quantities were given in tierces and barrels.

FOREIGN IMPORTS AT THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Foreign Imports into the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.	BOSTON.	PHILADELPHIA.	BALTIMORE.	NEW-ORLEANS.	SAN FRANCISCO.	AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.	TOTAL UNITED STATES.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,.....	195,645,515	41,661,088	16,585,685	9,119,907	16,682,392	7,289,037	27,656,318	314,639,942
1857,.....	222,550,307	44,840,083	17,850,630	10,581,208	24,891,368	9,130,698	31,045,847	360,890,141
1858,.....	170,280,887	40,432,710	12,890,369	8,930,157	19,586,033	8,984,688	21,508,306	282,613,150
1859,.....	218,231,093	41,174,670	14,517,542	9,713,921	18,349,516	11,155,767	25,625,621	338,768,130
1860,.....	233,692,941	39,366,560	14,626,801	9,784,773	22,922,773	9,577,921	32,194,485	362,166,254
1861,.....	189,064,817	36,857,436	10,596,445	8,552,545	11,960,869	8,506,506	21,059,517	286,598,135
1862,.....	142,215,636	23,957,621	5,817,190	3,696,620	.....	8,366,238	21,718,424	205,771,729
1863,.....	177,254,415	27,083,272	7,392,785	4,484,399	1,425,567	10,682,409	24,597,073	252,919,920
1864,.....	229,506,499	30,263,853	9,141,672	5,835,503	1,483,692	15,065,478	38,266,198	329,562,895
1865,.....	154,139,409	24,540,494	7,319,520	4,816,454	1,475,657	6,173,011	35,969,622	234,434,167
1866,.....	302,505,719	42,650,884	13,167,536	12,044,054	8,710,220	15,568,416	50,865,329	445,512,158
1867,.....	277,469,510	45,280,555	15,349,480	12,209,509	11,142,249	18,064,911	38,315,357	417,831,571
1868,.....	242,580,659	37,039,736	14,527,765	12,930,733	11,386,858	19,503,987	33,655,070	371,624,808
1869,.....	295,117,682	44,636,967	15,967,556	14,863,032	11,414,893	18,088,901	37,225,224	437,314,255
1870,.....	293,990,006	47,524,845	14,500,797	19,512,468	14,993,754	21,834,103	50,021,614	462,377,587
1871,.....	357,909,770	53,652,225	17,728,006	24,672,871	19,427,238	20,384,907	47,718,691	541,493,708
1872,.....	418,515,829	70,398,185	20,383,853	28,836,305	18,542,188	33,330,501	50,331,905	640,338,766
1873,.....	426,321,427	68,083,307	25,393,150	29,287,603	19,933,344	39,422,604	55,175,712	663,617,147
1874,.....	395,133,632	52,212,405	26,447,037	29,302,138	14,533,864	32,248,320	45,983,802	595,861,248

FOREIGN EXPORTS FROM THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Foreign Exports from the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with the Foreign Exports of other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.	BOSTON.	PHILADELPHIA.	BALTIMORE.	NEW-ORLEANS.	SAN FRANCISCO.	AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,.....	6,098,602	3,312,076	189,164	264,761	288,428	715,512	5,510,035	16,378,578	
1857,.....	13,360,384	3,432,899	169,920	300,942	356,491	2,225,182	4,129,799	23,975,617	
1858,.....	17,299,097	5,706,061	374,027	564,230	605,771	3,003,659	3,333,297	30,886,142	
1859,.....	9,016,853	1,975,990	96,591	161,888	775,849	3,511,261	5,356,645	20,895,077	
1860,.....	17,514,689	1,637,245	85,512	196,994	605,218	2,907,622	3,985,742	26,933,022	
1861,.....	13,311,495	2,501,188	110,027	290,718	88,564	1,739,015	2,604,420	20,645,427	
1862,.....	5,069,953	813,420	18,860	62,218	.....	667,583	1,515,737	8,147,771
1863,.....	17,369,353	2,203,846	32,478	1,075,201	636,595	1,954,176	2,851,935	26,123,584	
1864,.....	12,735,640	1,385,013	46,602	939,050	312,019	2,186,800	2,651,816	20,256,940	
1865,.....	22,627,018	2,209,142	74,862	346,491	461,245	1,369,364	3,302,243	30,390,365	
1866,.....	.....	.....	.....	.....	.....	.....	.....	14,742,117
1867,.....	.....	.....	.....	.....	.....	.....	.....	20,611,508
1868,.....	15,016,273	1,687,521	34,024	165,134	1,637,372	3,133,066	927,736	22,601,126	
1869,.....	17,741,836	1,262,251	20,753	240,550	758,520	3,865,344	1,284,160	25,173,414	
1870,.....	20,339,410	1,885,162	31,538	200,225	489,805	3,790,303	3,690,716	30,427,159	
1871,.....	20,087,211	1,450,398	17,256	86,373	1,293,710	2,856,116	2,668,835	28,459,899	
1872,.....	15,161,218	1,756,514	33,874	124,212	1,301,700	1,839,022	2,553,209	22,769,749	
1873,.....	18,972,099	2,353,720	36,232	77,546	568,767	3,546,621	2,594,526	28,149,511	
1874,.....	14,633,463	2,275,023	22,432	179,598	456,411	3,498,611	2,714,800	23,780,338	

NOTE.—The Re-Exports of the several Customs Districts for the years 1866 and 1867 were not given.

DOMESTIC EXPORTS FROM THE PORT OF NEW-YORK,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the Value of Domestic Exports from the Port of New-York for the last Nineteen Years, from the year ending June 30th, 1856, to the year ending June 30th, 1874, compared with other leading Ports of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

Year ending June 30.	NEW-YORK.	BOSTON.	PHILADELPHIA.	BALTIMORE.	NEW-ORLEANS.	SAN FRANCISCO.	AGGREGATE OF ALL OTHER PORTS OF THE UNITED STATES.		TOTAL UNITED STATES.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856,	98,763,197	24,673,575	6,955,324	10,856,637	80,576,652	10,002,562	78,758,383	310,586,330	
1857,	111,029,083	24,894,019	6,965,236	13,405,393	91,536,546	12,210,719	78,944,069	338,985,065	
1858,	83,403,564	15,273,792	5,613,224	9,878,386	88,270,224	12,034,970	79,284,119	293,758,279	
1859,	97,461,576	14,196,130	5,248,514	9,074,511	100,890,689	12,403,782	96,619,183	335,894,385	
1860,	120,630,955	13,530,770	5,512,755	8,804,606	107,812,580	7,388,394	109,509,214	373,189,274	
1861,	137,379,956	12,947,276	9,865,051	12,949,625	6,823,357	10,414,468	38,319,753	228,699,486	
1862,	152,377,961	12,183,046	11,054,630	8,375,303	.....	11,705,218	17,373,361	213,069,519
1863,	221,917,978	19,150,215	12,236,197	11,013,871	5,768,514	9,944,114	25,854,109	305,884,998	
1864,	211,237,222	15,240,097	10,166,098	8,741,755	4,417,693	*48,198,072	22,034,262	320,035,199	
1865,	219,379,873	19,219,499	10,978,603	11,794,546	3,259,882	12,814,694	28,859,661	306,306,758	
1866,	264,510,247	18,205,065	17,132,881	10,804,012	96,765,083	27,226,419	116,040,570	550,684,277	
1867,	207,382,457	17,298,307	16,585,132	10,995,348	82,995,294	23,712,255	79,608,519	438,577,312	
1868,	236,031,239	15,690,873	14,384,761	13,857,391	58,538,524	23,790,164	92,008,761	454,301,713	
1869,	185,384,264	13,118,827	14,585,173	13,657,530	75,131,704	27,540,018	84,543,599	413,961,115	
1870,	209,972,491	12,251,267	16,903,072	14,330,248	107,658,042	32,186,021	105,791,002	499,092,143	
1871,	285,530,775	12,961,291	17,903,027	15,037,855	93,953,081	20,791,414	116,341,208	562,518,651	
1872,	270,413,674	21,443,154	20,982,876	18,325,321	89,501,149	26,243,061	102,310,483	549,219,718	
1873,	313,129,963	27,038,925	24,203,125	19,344,177	104,329,965	38,716,497	122,369,911	649,132,563	
1874,	340,360,269	28,335,627	33,098,905	27,513,111	93,259,299	33,563,846	148,332,063	704,463,120	

* Of which \$40,934,785 were specie and bullion.

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES,

WHICH HAVE ENTERED THE COLLECTION DISTRICTS OF THE STATE OF NEW-YORK.

Statement exhibiting the number of American and Foreign Vessels, Ocean, Steam and Sail, with their Tonnage and Crews, which entered into each of the several Districts of the State of New-York from Foreign Countries during the fiscal year ending June 30th, 1874, compared with the aggregate entrances into all other Districts of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

ENTERED.

Districts.	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
New-York,.....	2,433	1,124,055	30,874	4,290	3,925,563	117,372	6,723	5,049,618	148,246
Genesee,.....	70	6,168	330	544	61,777	7,228	614	67,945	7,558
Oswego,.....	489	87,723	3,192	2,124	351,132	15,270	2,613	488,855	18,462
Niagara,.....	18	1,647	92	201	43,573	3,157	219	45,220	3,249
Buffalo Creek,.....	383	182,340	2,488	397	59,116	2,400	780	241,456	4,888
Oswegatchie,.....	152	12,554	730	282	75,826	4,147	434	88,380	4,877
Champlain,.....	1,434	114,058	4,020	273	22,812	1,193	1,707	136,870	5,213
Cape Vincent,.....	111	6,371	546	642	99,846	7,732	753	106,217	8,278
Dunkirk,.....	6	546	27	12	712	55	18	1,258	82
Total State of New-York,...	5,096	1,535,462	42,299	8,765	4,640,357	158,554	13,861	6,175,819	200,853
Aggregate entrances into all other Districts of the United States,...	6,853	2,358,263	77,675	11,643	4,557,472	138,075	18,496	6,915,735	215,750
Total United States, 1873-74,...	11,949	3,893,725	119,974	20,408	9,197,829	296,629	32,357	13,091,554	416,603

AMERICAN AND FOREIGN OCEAN STEAM VESSELS.

District of New-York,.....	231	338,181	10,649	877	2,454,186	77,393	1,108	2,792,367	88,042
Aggregate entrances into all other Districts of the United States,...	700	697,566	26,184	493	830,942	27,335	1,193	1,528,508	53,519
Total United States, 1873-74,...	931	1,035,747	36,833	1,370	3,285,128	104,728	2,301	4,320,875	141,561

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES,—CONTINUED,

WHICH HAVE CLEARED FROM THE COLLECTION DISTRICTS OF THE STATE OF NEW-YORK.

Statement exhibiting the Number of American and Foreign Vessels, Ocean, Steam and Sail, with their Tonnage and Crews, which cleared from each of the several Districts of the State of New-York for Foreign Countries, during the fiscal year ending June 30th, 1874, compared with the aggregate clearances from all other Districts of the United States for the same period.

CLEARED.

DISTRICTS.	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
New-York,.....	1,874	933,531	25,886	4,329	3,903,687	116,176	6,103	4,837,218	142,062
Genesee,.....	53	3,575	236	527	88,002	7,186	580	91,577	7,422
Oswego,.....	334	49,145	2,357	2,129	323,870	15,171	2,463	373,015	17,528
Niagara,.....	14	1,254	72	201	43,573	3,157	215	44,827	3,229
Buffalo Creek,.....	320	167,226	2,020	384	56,904	2,296	704	224,130	4,316
Oswegatchie,.....	151	12,945	639	283	75,911	4,150	434	88,856	4,789
Champlain,.....	1,532	122,717	4,154	266	22,895	1,192	1,798	145,612	5,346
Cape Vincent,.....	93	3,040	419	643	99,846	7,732	736	102,886	8,151
Dunkirk,.....	4	306	19	11	651	50	15	957	69
Total State of New-York,.....	4,375	1,293,739	35,802	8,673	4,615,339	157,110	13,048	5,909,078	192,912
Aggregate clearances from all other Districts of the United States,.....	7,812	2,688,313	85,948	11,908	4,592,057	137,209	19,720	7,280,370	223,157
Total United States, 1873-74,...	12,187	3,982,052	121,750	20,581	9,207,396	294,319	32,768	13,189,448	416,069

AMERICAN AND FOREIGN OCEAN STEAM VESSELS.

District of New-York,.....	224	330,420	10,328	886	2,472,369	77,320	1,110	2,802,789	87,648
Aggregate clearances from all other Districts of the United States,...	727	730,800	27,280	504	824,622	26,449	1,231	1,555,422	53,729
Total United States, 1873-74,...	951	1,061,220	37,608	1,390	3,296,991	103,769	2,341	4,358,211	141,377

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES.—CONTINUED.

Statement exhibiting the number of American and Foreign Vessels, Ocean, Steam and Sail, with their Tonnage and Crews, which entered into the Port of New-York, and the Countries from which they arrived, during the fiscal year ending June 30th, 1874.

ENTERED THE PORT OF NEW-YORK FROM	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Argentine Republic,.....	13	6,977	140	10	4,471	116	23	11,448	256
Austria,.....	....	....	....	8	3,464	103	8	3,464	103
Belgium,.....	10	7,437	146	138	100,450	2,449	148	107,887	2,595
Bolivia,.....	1	797	14	1	488	17	2	1,285	31
Brazil,.....	84	48,681	1,432	195	52,516	1,824	279	101,197	3,256
Chili,.....	1	548	11	1	684	13	2	1,232	24
China,.....	9	6,975	181	30	23,358	621	39	30,333	802
Costa Rica on the Caribbean Sea,.....	....	....	....	1	743	37	1	743	37
on the Pacific,.....	1	511	11	1	251	9	2	762	20
Denmark,.....	....	....	....	3	4,103	69	3	4,103	69
Danish West Indies,.....	13	3,124	124	5	1,908	56	18	5,032	180
Ecuador,.....	....	....	....	1	256	9	1	256	9
France on the Atlantic,.....	40	33,740	657	170	178,662	5,040	210	212,402	5,697
on the Mediterranean,.....	5	2,698	62	51	22,005	651	56	24,703	713
French West Indies,.....	42	8,376	350	39	7,692	324	81	16,068	674
French Guiana and Poss. in Africa and adjacent islands,.....	1	68	7	9	5,321	129	10	5,389	136
Germany,.....	12	8,761	168	400	669,526	21,126	412	678,287	21,294
England,.....	115	147,088	2,763	972	1,578,184	48,093	1,087	1,725,272	50,856
Scotland,.....	2	864	20	195	362,933	11,024	197	363,797	11,044
Ireland,.....	3	2,654	56	239	120,774	3,038	242	123,428	3,094
Gibraltar,.....	....	....	....	29	34,935	1,152	29	34,935	1,152
Nova Scotia, New-Brunswick and Prince Edward's Island,.....	335	69,210	2,122	347	109,393	3,063	682	178,603	5,185
Newfoundland and Labrador,.....	10	846	57	7	3,439	118	17	4,285	175
British West Indies,.....	184	40,154	1,683	141	39,251	1,562	325	79,405	3,245
British Guiana,.....	20	4,665	158	9	3,771	113	29	8,436	271
British Honduras,.....	2	266	13	10	2,195	90	12	2,461	103
British East Indies,.....	10	7,152	150	79	79,014	1,943	89	86,166	2,093
Hong Kong,.....	....	....	....	9	5,482	153	9	5,482	153
British Possessions in Africa and adjacent islands,.....	....	....	....	6	1,148	50	6	1,148	50
British Possessions in Australasia,.....	1	477	13	7	3,009	85	8	3,486	98
British Possessions, all other,.....	....	....	....	1	373	11	1	373	11

Greece,	1	277	8	9	3,461	117	10	3,738	125
Hayti,	75	19,723	775	33	3,285	320	108	28,008	1,095
Honduras on the Caribbean Sea,	7	640	42	4	472	26	11	1,112	68
Italy,	11	8,198	153	99	48,194	1,301	110	56,392	1,454
Sicily and Sardinia,	30	10,569	268	100	38,168	1,148	130	48,737	1,416
Japan,	3	1,830	41	7	3,966	123	10	5,796	164
Liberia,	1	328	8	....	....	....	1	328	8
Mexico on the Gulf,	65	28,602	1,075	25	6,049	217	90	34,651	1,292
on the Pacific,	1	861	20	....	....	....	1	861	20
Nicaragua on the Caribbean Sea,	3	659	23	2	314	14	5	973	37
Netherlands,	8	6,447	116	119	85,739	2,057	127	92,186	2,173
Dutch West Indies,	17	4,620	143	19	4,880	164	36	9,500	307
Dutch East Indies,	4	2,467	56	12	6,286	170	16	8,753	226
Peru,	5	3,233	70	14	7,367	194	19	10,600	264
Portugal,	5	2,436	52	22	12,096	321	27	14,532	373
Azore, Madeira and Cape de Verde Islands,	1	126	6	22	11,457	293	23	11,583	299
Russia on the Baltic and White Seas,	3	2,105	46	1	459	13	4	2,564	59
on the Black Sea, .....	....	....	....	6	3,559	90	6	3,559	90
San Domingo,	14	6,763	274	5	810	40	19	7,573	314
Spain on the Atlantic,	6	2,548	56	23	8,895	256	29	11,443	312
Spain on the Mediterranean,	33	14,346	315	44	20,410	551	77	34,756	866
Cuba,	1,025	477,802	13,078	350	115,674	3,287	1,375	593,476	16,365
Porto Rico,	80	14,645	578	67	12,413	521	147	27,058	1,099
Canary Islands,	3	1,278	28	1	101	6	4	1,379	34
Philippine Islands,	13	13,339	260	15	13,727	330	28	27,066	590
Sweden and Norway, .....	....	....	....	51	38,463	988	51	38,463	988
Turkey in Europe, .....	....	....	....	2	947	22	2	947	22
in Asia,	5	2,147	52	10	4,261	128	15	6,408	180
in Africa,	1	406	10	9	3,957	112	10	4,363	122
United States of Colombia on the Caribbean Sea,	63	84,645	2,669	34	20,083	634	97	104,728	3,303
Uruguay,	7	2,759	67	24	8,553	248	31	11,312	315
Venezuela,	23	5,410	182	47	16,718	593	70	22,128	775
All other countries and ports in Asia,	2	1,210	24	....	....	....	2	1,210	24
All other countries and ports in Africa,	4	1,567	41	....	....	....	4	1,567	41
Total Port of New-York,	2,433	1,124,055	30,874	4,290	3,925,563	117,372	6,723	5,049,618	148,246
Total all other ports of the United States,	9,516	2,769,670	89,100	16,118	5,272,266	179,257	25,634	8,041,936	268,357
Total United States, 1873-74,	11,949	3,893,725	119,974	20,408	9,197,829	296,629	32,357	13,091,554	416,603

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES.—CONTINUED.
AMERICAN AND FOREIGN OCEAN STEAM VESSELS.

ENTERED THE PORT OF NEW-YORK FROM	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Belgium,.....	....	....	....	19	31,911	834	19	31,911	834
Brazil,.....	12	31,204	848	1	1,597	41	13	32,801	889
China,.....	....	....	....	2	4,272	89	2	4,272	89
Costa Rica on the Caribbean Sea,.....	....	....	....	1	743	37	1	743	37
Denmark,.....	....	....	....	3	4,103	69	3	4,103	69
France on the Atlantic,.....	....	....	....	32	111,937	3,292	32	111,937	3,292
on the Mediterranean,.....	....	....	....	1	1,512	34	1	1,512	34
Germany,.....	....	....	....	168	524,451	17,720	168	524,451	17,720
England,.....	....	....	....	386	1,275,072	40,363	386	1,275,072	40,363
Scotland,.....	....	....	....	133	332,339	10,244	133	332,339	10,244
Gibraltar,.....	....	....	....	26	33,732	1,111	26	33,732	1,111
Nova Scotia, New-Brunswick and Prince Edward's Island	1	121	13	16	20,716	486	17	20,837	499
Newfoundland and Labrador,.....	....	....	....	5	3,149	103	5	3,149	103
British West Indies,.....	21	13,913	503	15	14,374	525	36	28,287	1,028
British Guiana,.....	....	....	....	1	1,272	27	1	1,272	27
British East Indies,.....	....	....	....	2	2,887	53	2	2,887	53
Greece,.....	....	....	....	1	1,089	24	1	1,089	24
Hayti,.....	17	12,425	396	1	3,172	98	20	15,597	494
Mexico on the Gulf,.....	15	15,717	667	3	....	....	15	15,717	667
Italy,.....	....	....	....	....	....	....	1	915	29
Sicily,.....	....	....	....	1	1,017	18	1	1,017	18
Japan,.....	....	....	....	1	1,000	27	1	1,000	27
Netherlands,.....	....	....	....	16	27,608	717	16	27,608	717
Russia on the Black Sea,.....	....	....	....	2	2,279	49	2	2,279	49
Spain on the Mediterranean,.....	....	....	....	4	4,732	104	4	4,732	104
Cuba,.....	124	179,118	5,522	3	2,653	71	127	181,776	5,593
Porto Rico,.....	1	204	11	....	....	....	1	204	11
San Domingo,.....	8	6,155	240	....	....	....	8	6,155	240
Sweden and Norway,.....	....	....	....	10	18,622	434	10	18,622	434
United States of Colombia on the Caribbean Sea,.....	32	79,324	2,449	15	17,517	503	47	96,841	2,952
Venezuela,.....	....	....	....	9	9,510	291	9	9,510	291
Total Port of New-York,.....	231	338,181	10,649	877	2,454,186	77,393	1,108	2,792,367	88,042
Total all other Ports of the United States,.....	700	697,566	26,184	493	830,942	27,335	1,193	1,528,508	53,519
Total United States, 1873-74,.....	931	1,035,747	36,833	1,370	3,285,128	104,728	2,301	4,320,875	141,561

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES.—CONTINUED.

Statement exhibiting the number of American and Foreign Vessels, Ocean, Steam and Sail, with their Tonnage and Crews, which departed from the Port of New-York, and the Countries for which they cleared, during the fiscal year ending June 30th, 1874.

CLEARED FROM THE PORT OF NEW-YORK FOR	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Argentine Republic,.....	14	7,549	157	10	4,875	109	24	12,424	266
Austria,.....	5	2,399	48	31	13,047	362	36	15,446	410
Belgium,.....	18	14,775	269	160	131,860	2,976	178	146,635	3,245
Brazil,.....	85	45,221	1,407	70	16,365	582	155	61,586	1,989
Chili,.....	8	8,704	161	2	2,605	43	10	11,309	204
China,.....	5	3,592	89	2	1,574	34	7	5,166	123
Costa Rica on the Caribbean Sea,.....	2	273	13	2	290	14	4	563	27
Denmark,.....	2	911	19	37	16,299	422	39	17,210	441
Danish West Indies,.....	29	7,779	264	10	2,153	83	39	9,932	347
Ecuador,.....	....	....	....	1	459	10	1	459	10
France on the Atlantic,.....	47	28,033	571	115	155,417	4,215	162	183,450	4,786
on the Mediterranean,.....	28	12,405	271	28	12,493	324	56	24,898	595
French West Indies,.....	46	7,040	305	27	4,859	208	73	11,899	513
French Possessions in Africa and adjacent islands,.....	1	319	8	3	555	23	4	874	31
Germany,.....	25	14,801	307	456	702,854	21,868	481	717,655	22,175
England,.....	87	101,087	1,868	888	1,605,179	48,442	975	1,706,266	50,310
Scotland,.....	1	1,222	19	188	376,992	11,776	189	378,214	11,795
Ireland,.....	8	3,419	78	766	367,010	9,603	774	370,429	9,691
Gibraltar,.....	31	11,796	279	50	18,640	558	81	30,436	837
Nova Scotia, New-Brunswick and Prince Edward's Island	31	10,314	246	345	68,241	2,420	376	78,555	2,666
Quebec, Ontario and Manitoba,.....	1	467	11	3	604	32	4	1,071	43
Newfoundland and Labrador,.....	3	903	22	83	17,659	673	86	18,562	695
British West Indies,.....	274	57,794	2,314	144	35,408	1,500	418	93,202	3,814
British Guiana,.....	39	9,405	322	12	2,896	103	51	12,301	425
British Honduras,.....	3	442	20	10	2,127	87	13	2,569	107
British East Indies,.....	4	2,653	53	....	....	....	4	2,653	53
British Possessions in Africa and adjacent islands,.....	4	2,040	43	2	686	21	6	2,726	64
British Possessions in Australasia,.....	23	16,971	344	8	4,729	126	31	21,700	470
British Possessions, all other,.....	1	326	10	4	1,362	42	5	1,688	52
Greece,.....	....	....	....	3	558	26	3	558	26
Hayti,.....	117	26,769	1,055	51	17,400	593	168	44,169	1,648
Honduras on the Caribbean Sea,.....	1	82	6	6	785	42	7	867	48

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES.—CONTINUED.

CLEARED FROM THE PORT OF NEW-YORK FOR	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Italy,.....	27	13,894	299	74	27,676	845	101	41,570	1,144
Sicily and Sardinia,.....	1	367	10	11	3,205	120	12	3,572	130
Japan,.....	3	1,774	50	1	588	12	4	2,362	62
Liberia,.....	6	1,591	46	....	....	....	6	1,591	46
Mexico on the Gulf,.....	32	18,511	714	7	1,490	62	39	20,001	776
on the Pacific,.....	1	1,109	24	....	....	....	1	1,109	24
Nicaragua on the Caribbean Sea,.....	6	1,194	43	1	100	6	7	1,294	49
Netherlands,.....	5	3,477	67	177	116,929	2,850	182	120,406	2,917
Dutch West Indies,.....	11	3,407	98	18	4,599	153	29	8,006	251
Dutch Guiana,.....	1	103	6	....	....	....	1	103	6
Dutch East Indies,.....	10	7,234	143	6	2,653	67	16	9,887	210
Patagonia,.....	1	68	6	....	....	....	1	68	6
Peru,.....	6	6,708	124	5	2,730	68	11	9,438	192
Portugal,.....	22	9,095	200	28	13,716	368	50	22,811	568
Azore, Madeira and Cape de Verde Islands,.....	4	1,685	51	....	....	....	4	1,685	51
Portuguese Possessions in Africa,.....	1	396	8	....	....	....	1	396	8
Russia on the Baltic and White Seas,.....	10	6,287	130	36	14,588	394	46	20,875	524
on the Black Sea,.....	....	....	....	12	5,130	152	12	5,130	152
San Domingo,.....	24	8,885	376	....	....	....	24	8,885	376
Spain on the Atlantic,.....	48	21,394	467	37	10,896	369	85	32,290	836
on the Mediterranean,.....	23	9,085	218	29	9,667	310	52	18,752	528
Cuba,.....	519	301,691	8,675	84	29,555	810	603	331,246	9,485
Porto Rico,.....	52	9,577	375	37	6,848	280	89	16,425	655
Canary Islands,.....	6	887	39	4	607	37	10	1,494	76
Sweden and Norway,.....	2	548	18	30	16,753	433	32	17,301	451
Turkey in Europe,.....	2	781	19	35	11,369	369	37	12,150	388
in Asia,.....	10	3,417	89	5	1,796	54	15	5,213	143
in Africa,.....	5	2,169	47	10	3,756	113	15	5,925	160
United States of Colombia on the Caribbean Sea,.....	55	84,225	2,555	21	16,738	498	76	100,963	3,053
on the Pacific,.....	1	2,572	53	....	....	....	1	2,572	53
Uruguay,.....	7	2,904	63	17	6,218	163	24	9,122	226
Venezuela,.....	28	8,073	270	27	10,099	326	55	18,172	596
All other countries and ports in Africa,.....	2	932	24	....	....	....	2	932	24
Total Port of New-York,.....	1,874	933,531	25,886	4,229	3,903,687	116,176	6,103	4,837,218	142,062
Total all other ports of the United States,.....	10,313	3,048,521	95,864	16,352	5,303,709	178,143	26,665	8,352,230	274,007
Total United States, 1873-74,.....	12,187	3,982,052	121,750	20,581	9,207,396	294,319	32,768	13,189,448	416,069

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES.—CONTINUED.

AMERICAN AND FOREIGN OCEAN STEAM VESSELS.

CLEARED FROM THE PORT OF NEW-YORK FOR	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Brazil,	12	31,204	858	....	....	....	12	31,204	858
Belgium, .....	....	....	....	26	43,089	1,095	26	43,089	1,095
Denmark, .....	....	....	....	2	2,766	46	2	2,766	46
France on the Atlantic,	1	1,045	38	37	116,058	3,271	38	117,103	3,309
Germany, .....	....	....	....	176	537,364	18,021	176	537,364	18,021
England, .....	....	....	....	409	1,314,951	41,125	409	1,314,951	41,125
Scotland, .....	....	....	....	156	359,850	11,091	156	359,850	11,091
Ireland, .....	....	....	....	6	8,363	176	6	8,363	176
Nova Scotia and New-Brunswick, .....	....	....	....	2	1,796	65	2	1,796	65
Newfoundland and Labrador, .....	....	....	....	2	1,115	39	2	1,115	39
British West Indies,	17	12,231	422	16	14,285	506	33	26,516	938
Hayti,	18	13,254	407	9	9,364	270	27	22,618	677
Netherlands, .....	....	....	....	21	33,572	819	21	33,572	819
Mexico on the Gulf,	13	12,645	546	....	....	....	13	12,645	546
Cuba,	117	170,629	5,261	2	1,215	38	119	171,844	5,299
Porto Rico,	1	204	9	....	....	....	1	204	9
San Domingo,	10	7,717	301	....	....	....	10	7,717	301
Sweden and Norway, .....	....	....	....	4	7,896	171	4	7,896	171
United States of Colombia on the Caribbean Sea,	33	78,048	2,384	13	15,266	437	46	93,314	2,821
on the Pacific,	1	2,572	53	....	....	....	1	2,572	53
Venezuela,	1	871	39	5	5,419	150	6	6,290	189
Total Port of New-York,	224	330,420	10,328	886	2,472,369	77,320	1,110	2,802,789	87,648
Total all other ports of the United States,	727	730,800	27,280	504	824,622	26,449	1,231	1,555,422	53,729
Total United States, 1873-74,	951	1,061,220	37,608	1,390	3,296,991	103,769	2,341	4,358,211	141,377

NATIONALITIES OF FOREIGN VESSELS, (Ocean, Steam and Sail.)

Statement exhibiting the Nationalities of Foreign Vessels, Ocean, Steam and Sail, their Tonnage and Crews, that have entered into and cleared from the Ports of the United States for the fiscal year ending June 30, 1874.

NATIONALITIES.	ENTERED.			CLEARED.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.
British,.....	16,126	6,440,675	216,747	16,398	6,505,648	216,239
German,.....	1,065	1,090,208	33,682	1,032	1,079,989	33,162
Norwegian,.....	1,262	606,496	16,162	1,254	606,153	15,896
Italian,.....	748	355,324	9,613	706	330,399	9,024
French,.....	132	147,034	4,366	128	145,390	4,283
Austrian,.....	301	157,624	3,948	286	149,827	3,813
Belgian,.....	27	47,571	1,308	26	43,416	1,196
Dutch,.....	64	43,979	1,269	63	44,564	1,229
Russian,.....	126	71,152	1,831	132	75,002	1,922
Swedish,.....	138	63,311	1,735	132	56,738	1,592
Danish,.....	64	22,249	673	59	21,220	615
Portuguese,.....	39	16,318	508	37	15,569	487
Spanish,.....	215	92,963	3,490	218	92,133	3,546
Nicaraguan,.....	21	15,167	326	19	12,577	275
Argentine,.....	12	5,705	148	12	5,361	147
Hawaiian,.....	10	3,501	107	18	5,084	149
Colombian,.....	10	2,288	97	6	1,423	60
Costa Rican,.....	6	4,107	142	6	4,229	140
Peruvian,.....	4	3,138	83	4	3,138	68
Guatemalan,.....	2	1,374	39	2	1,374	39
Mexican,.....	15	1,446	133	20	1,874	177
Dominican,.....	4	660	33	4	415	31
Uruguayan,.....	3	842	32	1	223	9
Haytian,.....	2	498	16	6	467	41
Brazilian,.....	2	328	16	5	874	51
Japanese,.....	1	300	11	1	300	11
Liberian,.....	1	236	10	1	236	10
Tahitian,.....	2	222	17	4	996	32
Equadorian,.....	1	75	7	1	75	7
Chilian,.....	3	2,211	55	2	1,650	36
Grecian,.....	2	827	25	3	1,047	32
Total,.....	20,408	9,197,829	296,629	20,581	9,207,396	294,319

FOREIGN OCEAN STEAM VESSELS.

British,.....	1,009	2,356,362	74,961	1,016	2,361,244	73,715
German,.....	222	662,239	22,496	227	669,950	22,707
French,.....	30	101,744	2,989	31	103,268	2,986
Norwegian,.....	23	47,007	965	26	48,425	1,033
Belgian,.....	24	44,896	1,252	22	40,444	1,127
Dutch,.....	15	26,066	687	15	25,916	669
Spanish,.....	34	35,224	1,076	37	35,566	1,132
Danish,.....	3	4,103	69	3	4,103	68
Swedish,.....	4	3,923	83	3	2,841	65
Costa Rican,.....	2	1,486	75	2	1,486	75
Austrian,.....	1	1,364	24	1	1,364	27
Brazilian,.....	....	....	....	4	1,521	66
Mexican,.....	2	403	36	2	403	37
Russian,.....	1	311	15	1	460	12
Total,.....	1,370	3,285,128	104,728	1,390	3,296,991	103,769

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES,
FOR THE LAST TWENTY-FIVE YEARS.

Summary Statement of the Number of Vessels, their Tonnage and Crews, engaged in the Foreign Trade, which have entered into and cleared from the Ports of the United States during the last twenty-five years, from 1850 to June 30th, 1874. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Reports of the respective Secretaries of the Treasury and the Chief of the Bureau of Statistics on Commerce and Navigation.

YEARS.	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
1850,.....	8,412	2,573,016	104,369	10,100	1,775,623	91,801	18,512	4,348,639	196,170
1851,.....	8,951	3,054,349	116,577	10,759	1,939,091	92,627	19,710	4,993,440	207,204
1852,.....	8,964	3,235,522	115,846	10,607	2,057,358	100,821	19,571	5,292,880	216,467
1853,.....	9,955	4,004,013	144,430	11,722	2,277,930	124,589	21,677	6,281,943	269,019
1854,.....	9,455	3,752,115	136,653	9,648	2,132,224	101,455	19,103	5,884,339	238,108
1855,.....	9,315	3,861,391	137,808	10,012	2,083,948	100,807	19,327	5,948,339	238,611
1856,.....	10,307	4,385,404	149,179	11,375	2,486,769	119,958	21,682	6,872,253	269,137
1857,.....	11,304	4,721,370	161,895	11,024	2,464,946	118,027	22,328	7,186,316	279,932
1858,.....	10,735	4,395,642	142,234	10,037	2,209,403	103,556	20,772	6,605,045	245,790
1859,.....	12,035	5,265,648	156,132	10,532	2,540,387	111,112	22,567	7,806,035	267,244
1860,.....	12,206	5,921,285	170,100	10,725	2,353,911	107,542	22,931	8,275,196	277,642
1861,.....	11,251	5,023,917	149,704	10,709	2,217,554	105,925	21,960	7,241,471	255,629
1862,.....	10,805	5,117,685	139,037	10,438	2,245,273	102,627	21,243	7,362,963	241,664
1863,.....	10,044	4,614,698	130,373	11,917	2,640,373	119,623	21,961	7,255,076	249,996
1864,.....	7,709	3,066,434	99,754	14,942	3,471,219	150,583	22,651	6,537,653	250,337
1865,.....	8,324	2,943,661	98,570	14,417	3,216,967	141,100	22,741	6,160,628	239,670
1866,.....	8,846	3,372,060	110,250	17,587	4,410,424	183,365	26,433	7,782,484	293,615
1867,.....	8,808	3,455,052	109,472	17,410	4,318,673	181,970	26,218	7,773,725	291,442
1868,.....	9,684	3,550,550	116,152	16,539	4,495,465	177,977	26,223	8,046,015	294,129
1869,.....	9,928	3,402,668	105,676	18,804	5,347,694	202,389	28,732	8,750,362	308,065
1870,.....	10,797	3,486,638	104,708	19,513	5,669,621	208,681	30,310	9,155,659	313,389
1871, ..	10,715	3,742,740	107,627	19,406	6,266,444	216,363	30,121	10,009,184	323,990
1872,.....	10,624	3,711,846	107,909	18,657	7,094,577	234,884	29,281	10,806,423	342,793
1873,.....	11,266	3,612,631	110,321	20,381	8,083,086	267,099	31,647	11,695,717	377,420
1874,.....	11,949	3,893,725	119,974	20,403	9,197,829	296,629	32,357	13,091,554	416,603

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE FOREIGN TRADE OF THE UNITED STATES,—CONTINUED,
FOR THE LAST TWENTY-FIVE YEARS.

CLEARED FROM THE PORTS OF THE UNITED STATES.

YEARS.	AMERICAN VESSELS.			FOREIGN VESSELS.			TOTAL.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
1850,.....	8,379	2,632,788	106,753	..	1,728,214	..	18,195	4,361,002	195,871
1851,.....	9,274	3,200,519	117,067	..	1,929,535	..	19,986	5,130,054	208,655
1852,.....	8,887	3,230,590	117,033	..	2,047,575	..	19,325	5,278,165	214,755
1853,.....	10,001	3,766,789	146,789	..	2,298,790	..	21,681	6,065,579	269,103
1854,.....	9,570	3,911,392	141,825	..	2,107,802	..	19,073	6,019,194	241,638
1855,.....	9,569	4,068,979	143,677	..	2,110,322	..	19,490	6,179,301	246,555
1856,.....	10,592	4,538,364	154,041	..	2,462,109	..	21,778	7,000,473	273,420
1857,.....	11,134	4,580,651	155,153	..	2,490,170	..	22,103	7,070,821	276,232
1858,.....	11,124	4,490,033	145,062	..	2,312,759	..	21,279	6,802,792	249,886
1859,.....	12,277	5,297,367	158,003	..	2,618,388	..	22,704	7,915,755	268,297
1860,.....	12,682	6,165,924	180,745	..	2,624,005	..	23,594	8,789,929	295,021
1861,.....	11,079	4,889,313	147,200	..	2,262,042	..	21,665	7,151,355	251,989
1862,.....	10,451	4,961,818	133,661	..	2,376,999	..	20,866	7,338,817	237,861
1863,.....	9,529	4,447,261	122,880	..	3,064,023	..	22,057	7,511,284	247,019
1864,.....	7,977	3,090,948	99,446	..	3,741,131	..	23,016	6,832,079	245,035
1865,.....	8,434	3,025,134	100,867	..	3,595,123	..	23,433	6,620,257	246,137
1866,.....	8,644	3,383,176	109,545	..	4,438,384	..	26,134	7,821,560	290,923
1867,.....	8,401	3,419,502	106,527	..	4,465,490	..	25,993	7,884,992	289,820
1868,.....	9,651	3,717,956	118,166	..	4,561,060	..	26,276	8,279,016	293,452
1869,.....	9,659	3,381,863	102,579	..	5,372,570	..	28,296	8,753,933	301,088
1870,.....	10,489	3,506,929	102,229	..	5,662,474	..	29,998	9,169,403	306,893
1871,.....	10,573	3,746,945	105,605	..	6,151,537	..	29,861	9,898,482	315,520
1872,.....	10,492	3,682,909	106,481	..	7,051,425	..	29,251	10,733,734	336,477
1873,.....	11,559	3,756,564	112,863	..	8,065,132	..	32,052	11,821,696	376,437
1874,.....	12,187	3,982,052	121,750	..	9,207,396	..	32,768	13,189,448	416,069

TONNAGE OF THE STATE OF NEW-YORK.

Statement exhibiting a condensed view of the Tonnage of the several Customs Districts of the State of New-York, compared with the aggregate of all other Customs Districts of the United States, on the 30th day of June, 1874. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

DISTRICTS.	REGISTERED.				ENROLLED.				LICENSED UNDER TWENTY TONS.				TOTAL.	
	Permanent.		Temporary.		Permanent.		Temporary.		Vessels.		Tons.		Vessels.	Tons.
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.		
New-York,.....	617	453,942.75	230	126,481.55	5,083	695,886.98	142	35,806.26	558	6,455.80	6,630	1,318,523.34		
Champlain,.....	..	....	..	....	835	57,189.26	12	1,053.30	2	25.53	849	58,268.09		
Oswegatchie,.....	..	....	..	....	27	3,529.41	..	....	8	106.24	35	3,635.65		
Cape Vincent,.....	..	....	..	....	26	3,880.71	..	....	8	115.57	34	3,996.28		
Oswego,.....	..	....	..	....	945	112,041.55	1	55.52	6	62.31	952	112,159.38		
Genesee,.....	..	....	..	....	238	30,407.77	..	....	2	21.74	240	30,429.51		
Niagara,.....	..	....	..	....	38	6,512.90	..	....	1	14.11	39	6,527.01		
Buffalo Creek,.....	..	....	6	1,103.64	799	162,725.44	..	....	..	....	805	163,829.08		
Dunkirk,.....	..	....	..	....	2	881.42	..	....	1	15.13	3	896.55		
Sag Harbor,.....	2	373.82	4	183.26	102	8,904.73	3	2,569.14	120	1,205.27	231	13,236.22		
Total State of New-York,....	619	454,316.57	240	127,768.45	8,095	1,081,910.17	158	39,484.22	706	8,021.70	9,818	1,711,501.11		
Aggregate of all other Districts of the United States,.....	1,268	597,870.11	601	248,968.11	15,804	2,085,367.05	431	105,385.01	4,564	51,560.98	22,668	3,089,151.21		
Total United States,....	1,887	1,052,186.62	841	376,736.56	23,899	3,167,277.22	589	144,869.23	5,270	59,582.69	32,486	4,800,652.32		

Statement exhibiting the Number and Tonnage of Sailing Vessels, Steam Vessels, Barges and Canal Boats belonging to the Port of New-York on the 30th day of June, 1874.

CLASS OF VESSELS.	Number.	Tonnage.
Sailing vessels,.....	2,810	600,020.42
Steam vessels,.....	788	351,686.06
Barges,	546	123,535.58
Canal boats,.....	2,486	243,281.28
Total Port of New-York,.....	6,630	1,318,523.34
Total of all other Districts of the State of New-York,.....	3,188	392,977.77
Total State of New-York,.....	9,818	1,711,501.11
Total of all other Districts of the United States,.....	22,668	3,089,151.21
Total United States,.....	32,486	4,800,652.32

Statement exhibiting the registered, enrolled and licensed Tonnage belonging to the Port of New-York, for each year, from 1858 to the 30th day of June, 1874.

YEARS.	REGISTERED.		ENROLLED AND LICENSED.		TOTAL.	
	Tons.	95ths.	Tons.	95ths.	Tons.	95ths.
1858,.....	840,449	.. 08	592,256	.. 33	1,432,705	.. 41
1859,.....	844,432	.. 24	599,928	.. 44	1,444,360	.. 68
1860,.....	833,449	.. 51	625,551	.. 47	1,464,001	.. 03
1861,.....	912,942	.. 79	626,412	.. 44	1,539,355	.. 28
1862,.....	921,983	.. 03	645,232	.. 57	1,567,215	.. 60
1863,.....	846,445	.. 79	777,554	.. 24	1,624,000	.. 08
1864,.....	723,812	.. 49	931,157	.. 85	1,654,970	.. 39
1865,.....	471,473	.. 00	751,791	.. 50	1,223,264	.. 50
1866, new measurement,	469,103	.. 69	461,461	.. 83	930,565	.. 02
1867, " "	549,369	.. 03	497,994	.. 94	1,047,364	.. 02
1868, " "	648,378	.. 01	491,527	.. 42	1,139,905	.. 43
	100ths.		100ths.		100ths.	
1869, " "	653,453	.. 27	483,174	.. 38	1,136,627	.. 65
1870, " "	623,981	.. 76	509,193	.. 11	1,133,174	.. 87
1871, " "	585,540	.. 31	570,319	.. 02	1,155,859	.. 33
1872, " "	585,952	.. 64	636,900	.. 27	1,222,852	.. 91
1873, " "	576,407	.. 57	776,739	.. 90	1,353,147	.. 47
1874, " "	580,424	.. 30	738,099	.. 04	1,318,523	.. 34

NUMBER AND TONNAGE OF VESSELS ENGAGED IN THE COASTWISE TRADE OF THE UNITED STATES,
WHICH HAVE ENTERED INTO AND CLEARED FROM THE COLLECTION DISTRICTS OF THE STATE OF NEW-YORK.
Statement exhibiting the number of Vessels, with their Tonnage and Crews, engaged in the Coastwise Trade of the United States, which have entered into and cleared from each of the several Districts of the State of New-York, during the fiscal year ending June 30th, 1874, compared with the aggregate Entrances and Clearances of all other Districts of the United States for the same period. Compiled expressly for the Annual Report of the Chamber of Commerce, by the Chief of the United States Bureau of Statistics.

DISTRICTS.	STEAMERS.			SAILING VESSELS.			TOTAL.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.	Number.	Tons.	Crews.
New-York,.....	1,583	1,517,481	35,843	..	256,700	..	2,742	1,774,181	42,494
Genesee,	25	705	107	..	20,219	..	197	20,984	672
Oswego,	46	6,523	345	..	125,526	..	744	132,049	4,607
Niagara,	27	15,336	374	..	27,414	..	138	42,750	1,017
Buffalo Creek,	1,233	1,079,793	25,622	..	988,693	..	4,011	2,068,486	47,955
Oswegatchie,	295	113,593	4,960	..	63,364	..	620	176,957	6,824
Champlain, .....	....	....	....	..	140	..	2	140	4
Cape Vincent,	13	1,193	66	..	22,075	..	180	23,268	866
Dunkirk,	17	4,365	177	..	8,941	..	71	13,306	504
Sag Harbor,	1	51	5	..	5,283	..	24	5,334	92
Total State of New-York,	3,240	2,739,100	67,499	..	1,518,355	..	8,729	4,257,455	105,035
Aggregate Entrances into all other Districts of the United States,	28,508	21,119,501	675,597	..	8,095,178	..	73,639	29,214,679	944,417
Total United States, 1873-74,	31,748	23,858,601	743,096	..	9,613,533	..	82,368	33,472,134	1,049,452
DISTRICTS.									
CLEARED.									
New-York,	1,846	1,713,275	41,724	..	462,137	..	4,081	2,175,412	55,499
Genesee,	19	755	83	..	21,749	..	202	22,504	722
Oswego,	64	9,357	506	..	218,811	..	1,279	228,168	7,334
Niagara,	28	15,346	377	..	27,645	..	139	42,991	1,022
Buffalo Creek,	1,242	1,071,577	25,242	..	1,010,586	..	4,155	2,082,163	48,285
Oswegatchie,	313	117,050	5,287	..	60,847	..	620	177,897	7,138
Champlain,	38	975	152	..	67,114	..	993	68,089	2,063
Cape Vincent,	13	1,209	66	..	26,861	..	207	28,070	1,036
Dunkirk,	18	4,380	181	..	9,201	..	76	13,581	527
Sag Harbor, .....	....	....	....	..	5,452	..	25	5,452	96
Total State of New-York,	3,581	2,933,924	73,618	..	1,910,403	..	11,777	4,844,327	123,722
Aggregate Clearances from all other Districts of the United States,	26,993	19,526,501	623,027	..	7,757,064	..	69,979	27,283,565	879,344
Total United States, 1873-74,	30,574	22,460,425	696,645	..	9,667,467	..	81,756	32,127,892	1,003,066

NUMBER AND TONNAGE OF VESSELS BELONGING TO THE NORTHERN LAKE PORTS.

Statement exhibiting the number and class of Vessels, with the amount of Tonnage, belonging to the Northern Lake Ports of the United States, on the 30th day of June, 1874. Compiled expressly for the Annual Report of the Chamber of Commerce, from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

DISTRICTS.	SAILING VESSELS.		STEAM VESSELS.		CANAL BOATS.		BARGES.		TOTAL.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Champlain, New-York,.....	58	3,628.22	17	1,769.85	769	52,487.18	5	382.84	849	58,268.09
Oswegatchie, ".....	16	2,352.76	13	591.18	1	....	6	691.71	85	3,635.65
Cape Vincent, ".....	27	3,752.38	7	243.90	....	....	....	....	34	3,996.28
Oswego, ".....	90	20,886.38	21	877.96	841	90,395.04	....	....	952	112,159.38
Genesee, ".....	7	1,269.79	8	614.12	222	27,903.78	3	641.82	240	30,429.51
Niagara, ".....	7	2,003.73	3	1,054.32	29	3,468.96	....	....	39	6,527.01
Buffalo Creek, ".....	118	45,582.19	141	52,813.69	533	61,970.44	13	3,462.76	805	163,829.08
Dunkirk, ".....	1	470.40	2	426.15	....	....	....	....	3	896.55
Total State of New-York, ..	324	79,945.85	212	58,291.17	2,394	236,225.40	27	5,179.13	2,957	379,741.55
OTHER LAKE PORTS.										
Vermont, Vermont,.....	9	511.87	6	4,256.86	10	725.37	....	....	25	5,494.10
Erie, Penn.,.....	22	8,759.94	25	15,159.25	30	1,063.02	2	525.07	79	25,507.28
Cuyahoga, Ohio,.....	188	50,465.67	76	25,767.86	201	10,136.75	1	149.39	466	86,519.67
Sandusky, ".....	78	13,031.02	19	2,894.86	....	....	3	692.15	100	16,618.03
Miami, ".....	23	4,901.65	25	381.42	87	5,027.82	35	3,635.10	170	13,945.99
Detroit, Mich.,.....	180	29,777.03	135	41,432.77	....	....	50	12,078.44	365	83,288.24
Huron, ".....	128	14,753.26	105	19,106.77	....	....	78	18,815.63	311	52,675.66
Superior, ".....	20	1,804.60	43	2,701.54	....	....	16	3,420.90	63	4,506.14
Michigan, ".....	105	9,245.89	75	4,924.92	....	....	4	1,827.39	196	17,591.71
Chicago, Ill.,.....	361	77,223.56	87	8,958.48	90	7,957.04	....	....	542	95,966.47
Milwaukee, Wis.,.....	257	46,331.77	62	12,862.81	....	....	....	....	319	59,194.58
Duluth, Minn.,.....	1	49.33	6	1,282.32	....	....	....	....	7	1,331.65
Total Northern Lakes,....	1,696	336,801.44	876	198,121.03	2,812	261,135.40	216	46,323.20	5,600	842,381.07
STATES.										
New-York,.....	324	79,945.85	212	58,291.17	2,394	236,225.40	27	5,179.13	2,957	379,741.55
Vermont,.....	9	511.87	6	4,256.86	10	725.37	....	....	25	5,494.10
Pennsylvania,.....	22	8,759.94	25	15,159.25	30	1,063.02	2	525.07	79	25,507.28
Ohio,.....	289	68,398.34	120	29,044.14	288	15,164.57	39	4,476.64	736	117,083.69
Michigan,.....	433	55,580.78	358	68,166.00	....	....	144	34,314.97	935	158,061.75
Illinois,.....	361	77,223.56	87	8,958.48	90	7,957.04	4	1,827.39	542	95,966.47
Wisconsin,.....	257	46,331.77	62	12,862.81	....	....	....	....	319	59,194.58
Minnesota,.....	1	49.33	6	1,282.32	....	....	....	....	7	1,331.65
Total Northern Lakes,....	1,696	336,801.44	876	198,121.03	2,812	261,135.40	216	46,323.20	5,600	842,381.07

RECAPITULATION BY STATES.

TONNAGE OF THE UNITED STATES,

FOR THE LAST NINETEEN YEARS.

Statement exhibiting the amount of Tonnage of the United States Merchant Marine annually, from 1856 to 1874, inclusive; also the Registered and total Tonnage employed in Steam Navigation in each year during the same period. Compiled from the Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

YEARS.	REGISTERED VESSELS.			Enrolled and Licensed Vessels. Tons.	Licensed Vessels under 20 tons. Tons.	TOTAL MERCHANT MARINE.		
	Sail. Tons.	Steam. Tons.	Total. Tons.			Sail. Tons.	Steam. Tons.	Total. Tons.
1856,.....	2,401,688	..	2,491,403	..	..	4,198,576	673,077	4,871,653
1857,.....	2,377,095	..	2,463,968	..	..	4,235,059	705,784	4,940,843
1858,.....	2,421,715	..	2,499,742	..	..	4,321,418	728,390	5,049,808
1859,.....	2,414,854	..	2,507,402	..	..	4,376,285	768,753	5,145,038
1860,.....	2,448,941	..	2,546,237	..	..	4,485,931	867,937	5,353,868
1861,.....	2,540,020	..	2,642,623	..	..	4,662,609	877,204	5,539,813
1862,.....	2,177,253	..	2,291,251	..	..	4,401,701	710,463	5,112,164
1863,.....	1,892,899	..	2,026,114	..	..	4,579,537	575,519	5,155,056
1864,.....	1,475,375	..	1,581,894	..	..	4,026,065	960,335	4,986,400
1865,*.....	482,110	..	510,579	..	..	1,212,805	367,189	1,579,994
1865,†.....	1,022,465	..	1,092,004	..	..	2,816,838	699,950	3,516,788
1866,*.....	953,018	..	1,108,531	..	..	2,442,212	926,267	3,368,479
1866,†.....	341,619	..	384,295	..	..	785,254	157,045	942,299
1867,*.....	1,187,714	..	1,353,236	..	..	2,854,535	1,122,980	3,957,515
1867,†.....	182,203	..	214,796	..	..	278,072	68,900	346,972
1868,*.....	1,310,344	..	1,532,283	..	..	3,118,895	1,199,415	4,318,310
1868,†.....	33,449	..	33,449	..	..	33,449	....	33,449
1869,*.....	1,353,170	..	1,566,422	..	..	3,041,073	1,103,568	4,144,641
1870,*.....	1,324,256	..	1,516,800	..	..	4,171,412	1,075,095	4,246,507
1871,.....	1,244,228	..	1,425,142	..	..	3,194,970	1,087,637	4,282,607
1872,.....	1,232,982	..	1,410,648	..	..	3,326,194	1,111,553	4,437,747
1873,.....	1,220,865	..	1,423,288	..	..	3,539,584	1,156,442	4,696,026
1874,.....	1,233,678	..	1,428,923	..	..	3,615,042	1,185,610	4,800,652

* New measurement.

† Old measurement.

DISTRIBUTION OF THE TONNAGE OF THE UNITED STATES.

Statement exhibiting a comparative view of the Distribution of the Tonnage of the United States Merchant Marine employed in the Foreign Trade, the Coastwise Trade and the Fisheries, from the year 1860 to the fiscal year ending June 30th, 1874. Compiled from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

YEAR.	FOREIGN TRADE.			COASTWISE TRADE.				WHALE FISHERIES.				COD FISHERIES.				MACKEREL FISHERIES.		TOTAL MERCHANT MARINE.			
	Registered Vessels.	Tons.	Total.	Enrolled Vessels.		Tons.	Total.	Registered Vessels.	Tons.	Total.	Enrolled Vessels.		Tons.	Total.	Enrolled Vessels.	Tons.	Sail.	Steam.	Total.		
				Enrolled Vessels.	Tons.						Enrolled Vessels.	Tons.									
						Enrolled Vessels.	Tons.						Enrolled Vessels.	Tons.							
																				Licensed Vessels under 20 tons.	Licensed Vessels under 20 tons.
1860,	2,379,396	2,599,319	2,644,867	45,548	2,599,319	2,644,867	166,841	166,841	....	....	127,508	9,145	136,653	26,111	4,485,931	867,937	5,353,868		
1861,	2,496,894	2,657,293	2,704,724	47,431	2,657,293	2,704,724	145,734	145,734	....	....	127,311	10,355	137,666	54,795	4,662,609	877,204	5,539,813		
1862,	2,173,537	2,578,546	2,616,716	38,170	2,578,546	2,616,716	117,714	117,714	....	....	112,863	10,738	123,601	80,596	4,401,701	710,463	5,112,164		
1863,	1,926,886	2,918,614	2,960,633	42,019	2,918,614	2,960,633	99,228	99,228	....	....	106,560	10,730	117,290	51,019	4,579,537	575,519	5,155,056		
1864,	1,486,749	3,204,227	3,245,265	41,038	3,204,227	3,245,265	95,145	95,145	....	....	92,745	10,997	103,742	55,499	4,026,065	960,335	4,986,400		
1865, *	509,199	1,007,521	1,016,199	8,678	1,007,521	1,016,199	1,380	1,380	....	....	30,725	5,958	36,683	16,533	1,212,805	367,189	1,579,994		
1865, †	1,009,151	2,346,136	2,365,323	19,187	2,346,136	2,365,323	82,853	82,853	6,283	....	28,502	....	28,502	24,676	2,816,838	699,950	3,516,788		
1866, *	1,031,541	2,135,144	2,162,220	27,076	2,135,144	2,162,220	76,990	76,990	....	....	42,797	8,342	51,139	46,589	2,442,212	926,267	3,368,479		
1866, †	356,215	554,008	557,401	3,393	554,008	557,401	28,180	28,180	....	....	....	503	503	....	785,254	157,045	942,299
1867, *	1,300,852	2,495,025	2,528,214	33,189	2,495,025	2,528,214	52,384	52,384	....	....	36,709	7,858	44,567	31,498	2,834,535	1,122,980	3,957,515		
1867, †	214,796	132,126	132,176	50	132,126	132,176	....	....	....	....	....	....	....	....	278,072	68,900	346,972
1868, *	1,460,940	2,658,404	2,702,140	43,736	2,658,404	2,702,140	71,343	71,343	....	....	74,763	9,124	83,887	In cod fish'y.	3,118,895	1,199,415	4,318,310		
1868, †	33,449	....	....	....	....	....	....	....	....	....	....	....	....	In cod fish'y.	33,449	....	33,449
1869, *	1,496,220	2,470,928	2,515,515	44,567	2,470,928	2,515,515	70,202	70,202	....	....	55,165	7,539	62,704	In cod fish'y.	3,041,073	1,103,568	4,144,641		
1870, †	1,448,846	2,595,328	2,638,247	42,919	2,595,328	2,638,247	67,954	67,954	....	....	82,612	8,848	91,460	In cod fish'y.	4,171,412	1,075,095	4,246,507		
1871,	1,363,652	2,722,372	2,764,600	42,228	2,722,372	2,764,600	61,490	61,490	....	....	82,902	9,963	92,865	....	8,194,970	1,087,637	4,282,607	
1872,	1,359,040	2,883,906	2,929,552	45,646	2,883,906	2,929,552	51,608	51,608	....	....	87,403	10,144	97,547	....	3,326,194	1,111,553	4,437,747	
1873,	1,378,533	3,116,373	3,163,220	46,847	3,116,373	3,163,220	44,755	44,755	....	....	99,542	9,977	109,519	....	3,539,584	1,156,443	4,696,027	
1874,	1,389,815	3,243,656	3,293,439	49,783	3,243,656	3,293,439	39,108	39,108	....	....	68,490	9,800	78,290	....	3,615,042	1,185,610	4,800,652	

* New measurement.

† Old measurement.

‡ New from 1869.

SHIPBUILDING IN THE STATE OF NEW-YORK.

Statement showing the number and class of Vessels, with their Tonnage, that were built in the State of New-York during the fiscal year ending June 30th, 1874, compared with all other Districts of the United States for the same period. Compiled from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

DISTRICTS.	CLASS OF VESSELS.									
	SAILING VESSELS.		STEAM VESSELS.		CANAL BOATS.		BARGES.		TOTAL.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
New-York,	89	7,532.16	60	25,711.81	196	18,929.12	51	11,828.46	396	64,001.55
Sag Harbor,	7	1,385.00	..	....	..	....	..	....	7	1,385.00
Champlain, .....	..	....	..	....	47	4,704.30	..	....	47	4,704.30
Oswegatchie,	1	271.51	6	574.88	..	....	1	30.00	8	876.39
Cape Vincent,	4	1,129.25	..	....	..	....	..	....	4	1,129.25
Oswego,	8	2,484.01	..	....	49	5,733.34	..	....	57	8,217.35
Genesee, .....	..	....	1	32.75	40	4,954.37	..	....	41	4,987.12
Niagara,	1	298.40	..	....	13	1,601.77	..	....	14	1,900.17
Buffalo Creek, ..	4	1,949.48	33	2,162.25	15	1,865.83	1	397.07	53	6,374.63
Total State of New-York,...	114	15,049.81	100	28,481.69	360	37,788.73	53	12,255.53	627	93,575.76
Total all other Districts of the U. S.,....	847	201,266.87	304	73,448.23	113	10,614.08	256	53,820.23	1,520	339,149.41
Total U. S., 1873-74,	961	216,316.68	404	101,929.92	473	48,402.81	309	66,075.76	2,147	432,725.17

The sailing vessels built at the Port of New-York comprise 1 bark, 1 brig, 36 schooners and 51 sloops, and the steam vessels, 10 side wheel and 29 propellers for river purposes, and 21 propellers for ocean navigation.

SHIPBUILDING IN THE UNITED STATES.

Summary statement showing the number and class of Vessels, with their Tonnage, that were built in the United States during the fiscal year ending June 30th, 1874. Compiled from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

CLASS OF VESSELS.	1873-74.	
	Number.	Tonnage.
Ships,	24	36,448.78
Barks,	45	30,437.40
Barkentines,	2	712.11
Brigs,	22	8,894.74
Schooners,	655	136,130.49
Sloops,	213	3,693.16
River Steamers, Side Wheel,	60	16,940.87
River Steamers, Stern Wheel,	106	16,375.25
River Steamers, Propellers,	172	13,178.90
Lake Steamers, Side Wheel,	1	746.85
Lake Steamers, Propellers,	26	17,492.81
Ocean Steamers, Side Wheel,	2	1,761.62
Ocean Steamers, Propellers,	37	35,433.62
Canal Boats,	473	48,402.81
Barges,	309	66,075.76
Total,	2,147	432,725.17

Of the iron vessels built in the United States during the fiscal year ending June 30, 1874, 3 were constructed at the port of New-York, of the aggregate measurement of 11,521.70 tons ; 11 at Philadelphia, of 14,382.80 tons ; 8 at Wilmington, Del., of 6,614.97 tons, and 1 at Baltimore, of 577.34 tons ; total, 23 vessels ; tonnage of 33,096.81.

SHIPBUILDING IN THE UNITED STATES.—Continued.

Statement exhibiting the number and class of Vessels built, and the Tonnage thereof, in the several States and Territories of the United States, from the year 1829 to the fiscal year ending June 30, 1874. Compiled from the Official Report of the Chief of the Bureau of Statistics on Commerce and Navigation.

YEAR.	CLASS OF VESSELS.					Total number of Vessels built.	Total Tonnage.	
	<i>Ships and Barks.</i>	<i>Brigs.</i>	<i>Schoon- ers.</i>	<i>Sloops, Canal-Boats and Barges.</i>	<i>Steam- ers.</i>		<i>Tons. 95ths.</i>	
1829,.....	44	68	485	145	43	785	77,098	65
1830,.....	25	56	403	116	37	637	58,094	24
1831,.....	72	95	416	94	34	711	85,762	68
1832,.....	152	143	568	122	100	1,065	144,539	16
1833,.....	144	167	625	185	65	1,188	161,626	36
1834,.....	98	94	497	180	68	937	118,330	37
1835,.....	25	50	301	100	30	506	46,238	52
1836,.....	93	65	444	164	125	890	113,627	49
1837,.....	67	72	507	168	135	949	122,987	22
1838,.....	66	79	501	153	90	889	113,135	44
1839,.....	83	80	439	122	125	858	120,989	34
1840,.....	97	109	378	224	64	872	118,309	23
1841,.....	114	101	310	157	78	760	118,893	71
1842,.....	116	91	272	404	137	1,021	129,083	64
1843,.....	58	34	138	173	79	482	43,617	77
1844,.....	73	47	204	279	163	766	103,537	29
1845,.....	124	87	322	342	163	1,038	146,018	02
1846,.....	100	164	576	355	225	1,420	188,203	93
1847,.....	151	168	689	392	198	1,598	243,732	67
1848,.....	254	174	701	547	175	1,851	318,075	54
1849,.....	198	148	623	370	208	1,547	256,577	47
1850,.....	247	117	547	290	259	1,360	272,218	54
1851,.....	211	65	522	326	233	1,367	298,203	60
1852,.....	255	79	534	267	259	1,444	351,493	41
1853,.....	269	95	681	394	271	1,710	425,571	49
1854,.....	334	112	661	386	281	1,774	535,616	01
1855,.....	381	126	605	669	253	2,047	583,450	04
1856,.....	306	103	594	479	221	1,703	469,393	73
1857,.....	251	58	504	258	263	1,334	378,804	70
1858,.....	222	46	431	400	226	1,225	242,286	60
1859,.....	89	28	297	284	172	870	156,601	33
1860,.....	110	36	372	289	264	1,071	212,892	45
1861,.....	110	38	360	371	264	1,143	233,194	35
1862,.....	62	17	207	397	183	864	175,075	84
1863,.....	97	34	212	1,113	367	1,823	310,884	34
1864,.....	112	45	322	1,389	498	2,366	415,740	64
1865,.....	109	46	369	853	411	1,788	383,805	60
1866,*.....	96	61	457	926	348	1,888	336,146	56
1867,.....	95	70	517	657	180	1,519	303,528	66
1868,.....	80	48	590	848	236	1,802	285,304	73
1869,.....	91	36	506	816	277	1,726	275,230	05
1870,.....	73	27	519	709	290	1,618	276,953	31
1871,.....	40	14	493	901	302	1,755	273,226	51
1872,.....	15	10	426	900	292	1,643	209,052	22
1873,.....	28	9	611	1,221	402	2,271	359,245	76
1874,.....	71	22	655	995	404	2,147	432,725	17

* New admeasurement from 1866.

TRANSPORTATION ON THE CANALS OF THE STATE OF NEW-YORK.

Statement of the tons of property going from tide water, the tons arriving at tide water, from Western States and from New-York State; the total tons arriving at tide water, the tons of the internal trade of New-York, and the tons of the total movement, on all the Canals, from 1861 to 1874. Prepared by the Auditor of the Canal Department.

YEARS.	ARRIVING AT TIDE WATER.										Total arriving at tide water.	Internal movement of New-York State.	Total Movement.	
	Going from tide water.	By way of Erie Canal.		By way of Champlain Canal.										
		From New-York State.		From New-York State.										
		From Western States.	From New-York State.	From Western States.	From New-York State.	From Vermont and Canada.	From New-York State.							
1861,.....	340,736	.....	2,158,425	.....	291,184	.....	53,096	.....	477,442	.....	2,980,144	.....	1,186,755	4,507,635
1862,.....	417,623	.....	2,594,837	.....	322,257	.....	72,601	.....	413,014	.....	3,402,709	.....	1,778,453	5,598,785
1863,.....	456,800	.....	2,279,252	.....	368,437	.....	198,116	.....	428,922	.....	3,274,727	.....	1,826,165	5,557,692
1864,.....	493,913	.....	1,907,136	.....	239,498	.....	195,532	.....	466,091	.....	2,805,257	.....	1,553,771	4,852,941
1865,.....	458,684	.....	1,904,156	.....	174,205	.....	202,331	.....	449,489	.....	2,730,181	.....	1,540,789	4,729,564
1866,.....	626,974	.....	2,235,716	.....	287,948	.....	220,890	.....	561,053	.....	3,305,607	.....	1,842,639	5,775,220
1867,.....	792,573	.....	2,129,405	.....	96,707	.....	206,634	.....	596,949	.....	3,029,695	.....	1,866,057	5,688,325
1868,.....	1,067,020	.....	2,215,222	.....	163,350	.....	193,474	.....	668,760	.....	3,240,806	.....	2,134,399	6,442,225
1869,.....	772,201	.....	2,028,568	.....	229,121	.....	203,876	.....	634,577	.....	3,096,142	.....	1,990,737	5,859,080
1870,.....	940,429	.....	2,048,947	.....	241,751	.....	244,617	.....	620,987	.....	3,156,302	.....	2,077,038	6,173,769
1871,.....	801,538	.....	2,558,417	.....	208,941	.....	212,054	.....	634,875	.....	3,614,287	.....	2,052,063	6,467,888
1872,.....	926,228	.....	2,456,022	.....	214,383	.....	261,058	.....	716,481	.....	3,647,944	.....	2,069,198	6,673,370
1873,.....	795,117	.....	2,527,068	.....	58,287	.....	27,895	.....	763,399	.....	3,376,649	.....	2,193,016	6,364,782
1874,.....	753,951	.....	2,206,604	.....	263,693	.....	193,523	.....	559,292	.....	3,323,112	.....	1,827,495	5,804,588

Statement showing the estimated Value of all property transported on each Canal in the State of New-York in each year, from 1861 to 1874, inclusive.

YEARS.	Erie Canal.	Champlain Canal.	Oswego Canal.	Cayuga and Seneca Canal.	Chemung Canal.	Crooked Lake Canal.	Chenango Canal.	Genesee Valley Canal.	Black River Canal.	Oneida Lake Canal.	Total.
1861,.....	\$93,421,771	\$12,019,138	\$18,205,400	\$1,065,357	\$1,136,654	\$351,094	\$2,067,477	\$748,595	\$876,501	\$252,435	\$130,115,893
1862,.....	156,106,889	16,526,518	22,297,534	1,123,754	1,892,288	605,964	1,895,199	942,342	1,743,843	223,906	203,234,331
1863,.....	187,243,465	20,016,320	23,227,704	1,237,577	2,294,055	366,844	2,724,009	1,127,233	1,709,254	.....	240,046,461
1864,.....	201,058,135	32,131,016	29,135,243	2,331,962	3,228,134	381,806	3,468,720	832,092	1,943,531	.....	274,400,639
1865,.....	186,114,718	34,258,844	24,853,884	2,534,611	1,734,656	482,033	3,015,622	669,638	2,573,098	.....	256,237,104
1866,.....	198,331,627	32,313,420	28,830,785	3,106,721	1,860,474	654,008	2,225,597	1,177,342	2,463,502	.....	270,963,670
1867,.....	208,624,149	31,498,962	28,713,000	3,008,167	1,238,531	386,414	2,105,704	918,052	2,463,733	.....	278,956,712
1868,.....	239,561,569	27,692,536	27,049,967	3,542,385	2,681,705	284,869	1,607,774	1,215,736	1,565,388	.....	305,301,929
1869,.....	190,896,468	24,185,543	25,000,926	3,023,417	2,775,124	319,227	1,145,003	882,080	1,053,496	.....	249,281,284
1870,.....	173,211,476	29,304,931	21,748,623	3,108,470	1,184,494	353,726	718,651	1,013,911	1,191,394	.....	231,836,176
1871,.....	186,330,990	23,420,261	24,243,285	1,163,441	1,130,668	424,068	283,138	992,026	779,814	.....	238,767,691
1872,.....	167,951,307	28,590,107	18,602,162	2,500,159	1,275,236	161,687	165,801	912,605	754,257	.....	220,913,321
1873,.....	147,821,932	23,960,615	14,337,852	2,260,982	1,165,137	272,479	230,076	1,113,915	552,512	.....	191,715,500
1874,.....	141,687,618	31,272,919	19,296,303	1,986,487	885,386	207,339	203,039	643,608	491,623	.....	196,674,322

RECEIPTS AND EXPENDITURES OF THE CANALS OF THE STATE OF NEW-YORK.

Statement showing the Tolls received on each Canal, and the total Expenditures for Ordinary and Extraordinary Repairs and new work, during the fiscal year ending September 30th, 1874. Prepared by the Auditor of the Canal Department.

CANALS.	Income.	DISBURSEMENTS.			Income in Excess of all Disbursements.	All Disbursements in Excess of Income.	Income in Excess of Disbursements for Ordinary Repairs.	Disbursements for Ordinary Repairs in Excess of Income.
		Ordinary Repairs.	Extraordinary Repairs and New Work.	Total.				
Erie Canal,.....	\$2,672,787 22	\$701,340 81	\$973,548 96	\$1,674,889 77	\$997,897 45	....	\$1,971,446 41	....
Champlain Canal,.....	123,703 54	203,137 90	242,216 43	445,354 33	....	\$321,650 79	....	\$79,434 36
Oswego Canal,.....	70,119 59	107,988 21	75,561 29	183,499 50	....	113,379 91	....	37,818 62
Cayuga and Seneca Canal,.....	19,311 47	28,934 08	28,517 04	57,451 12	....	38,139 65	....	9,022 61
Chemung Canal,.....	2,914 44	34,984 92	6,840 00	41,824 92	....	38,910 48	....	32,070 48
Chenango Canal,.....	4,664 29	41,521 28	26,131 37	67,652 65	....	62,988 36	....	36,856 99
Black River Canal,.....	10,589 93	62,630 18	13,848 70	76,478 88	....	65,888 95	....	52,040 25
Genesee Valley Canal,.....	16,441 23	105,136 79	3,762 09	108,898 88	....	92,457 65	....	88,695 56
Oneida Lake Canal,.....	....	....	28,215 05	28,215 05	....	28,215 05	....	....
Baldwinsville Canal,.....	....	....	....	....	....	....	....	....
Oneida River Improvement,.....	476 47	....	....	....	476 47	....	476 47	....
Seneca River Towing Path,.....	109 02	....	....	....	109 02	....	109 02	....
Cayuga Inlet,.....	356 01	....	....	....	356 01	...	356 01	....
Crooked Lake Canal,.....	248 53	12,092 20	....	12,092 20	....	11,843 67	....	11,843 67
Total,	\$2,921,721 74	\$1,297,716 37	\$1,398,640 93	\$2,696,357 30	\$998,838 95	\$773,474 51	\$1,972,387 91	\$348,382 54

Total income on all Canals in excess of all disbursements,..... \$225,364 44

Total income in excess of disbursements for ordinary repairs,..... 1,624,005 37

ARRIVAL OF EMIGRANTS AT THE PORT OF NEW-YORK.

Statement exhibiting the Numbers and Nativities of Alien Emigrants from Foreign Countries who arrived at the Port of New-York during the year ending December 31, 1874. Compiled from the Annual Report of the Commissioners of Emigration of the State of New-York.

NATIONALITIES.	Number.
Austria,	1,349
Belgium,	337
Bohemia,	3,390
Canada,	99
Denmark,	3,238
England,	19,822
France,	2,532
Germany,	41,268
Greece,	25
Hungary,	799
Holland,	1,423
Ireland,	41,179
Italy,	5,087
Iceland,	16
Luxemburg,	362
Norway,	3,568
Russia,	7,723
Switzerland,	2,395
Scotland,	5,287
Sweden,	4,065
United States,	3,180
Wales,	1,826
Nova Scotia,	57
Other countries,	635
<hr/>	
Total, 1874,	149,762
“ 1873,	266,449
“ 1872,	294,581
“ 1871,	228,962
“ 1870,	209,788
“ 1869,	258,989
“ 1868,	213,686
“ 1867,	242,731
“ 1866,	233,418

RATES OF MARINE INSURANCE AT THE PORT OF NEW-YORK.

THE following statement exhibits the rates of insurance charged by the underwriters on vessels and their cargoes sailing from the port of New-York to domestic and foreign ports during the year 1874. Prepared under the direction of Mr. JOHN D. JONES, President of the Atlantic Mutual Marine Insurance Company:

DOMESTIC PORTS.	1874.	
	Sail.	Steam.
New-York to Boston,.....	$\frac{1}{2}$ @ 1	$\frac{3}{8}$ @ $\frac{7}{8}$
Providence, R. I.,.....	$\frac{1}{4}$ @ $\frac{3}{8}$	1-6 @ $\frac{1}{4}$
Portland, }	$\frac{1}{2}$ @ 1	$\frac{3}{8}$ @ $\frac{7}{8}$
Portsmouth, }	$\frac{1}{2}$ @ $\frac{3}{4}$	$\frac{3}{8}$ @ $\frac{7}{8}$
Baltimore,.....	$\frac{1}{2}$ @ $\frac{3}{4}$	$\frac{3}{8}$ @ $\frac{7}{8}$
Charleston,.....	$\frac{5}{8}$ @ 1	$\frac{1}{2}$ @ $\frac{5}{8}$
Pensacola,.....	$1\frac{1}{2}$ @ 2	$1\frac{1}{4}$ @ -
Key West,.....	$1\frac{1}{2}$ @ 2	$1\frac{1}{4}$ @ -
Mobile,.....	$1\frac{1}{2}$ @ $2\frac{1}{2}$	$1\frac{1}{4}$ @ -
New-Orleans,.....	$1\frac{1}{4}$ @ $2\frac{1}{2}$	1 @ $1\frac{1}{2}$
Galveston,.....	$1\frac{1}{2}$ @ $2\frac{1}{2}$	$1\frac{1}{4}$ @ $1\frac{1}{2}$
San Francisco,.....	4 @ 5	....
“ free from par. aver.,.....	- @ $2\frac{1}{2}$	....
“ via Isthmus,.....	....	2 @ -
“ “ free from par. av.,.....	....	$1\frac{1}{2}$ @ -
FOREIGN PORTS.		
New-York to London,.....	$\frac{3}{4}$ @ $2\frac{1}{2}$	$\frac{3}{8}$ @ 2
Liverpool,.....	$\frac{3}{4}$ @ $2\frac{1}{2}$	$\frac{3}{8}$ @ 2
Havre,.....	$\frac{3}{4}$ @ $2\frac{1}{2}$	$\frac{3}{8}$ @ $1\frac{3}{4}$
Hamburg,.....	1 @ $3\frac{1}{2}$	$\frac{3}{4}$ @ $2\frac{1}{2}$
Bremen,.....	1 @ $3\frac{1}{2}$	$\frac{3}{4}$ @ $2\frac{1}{2}$
St. Petersburg,.....	$1\frac{1}{2}$ @ 6	....
Glasgow,.....	$\frac{3}{4}$ @ $2\frac{1}{2}$	$\frac{1}{2}$ @ 2
Cork,.....	$\frac{3}{4}$ @ $2\frac{1}{2}$	$\frac{1}{2}$ @ 2
Bordeaux,.....	$1\frac{1}{2}$ @ $2\frac{1}{4}$	1 @ $1\frac{1}{4}$
Smyrna,.....	2 @ $2\frac{1}{2}$	$1\frac{1}{2}$ @ $1\frac{3}{4}$
Trieste,.....	2 @ $2\frac{1}{2}$	$1\frac{1}{2}$ @ $1\frac{3}{4}$
Genoa,.....	$1\frac{3}{4}$ @ 2	$1\frac{1}{4}$ @ $1\frac{1}{2}$
Cape Town, C. G. H.,.....	2 @ $2\frac{1}{2}$	....
Shanghai,.....	3 @ $3\frac{1}{2}$	$2\frac{3}{4}$ @ 3
Canton,.....	$2\frac{1}{2}$ @ 3	$2\frac{3}{4}$ @ 3
Hong Kong,.....	$2\frac{1}{2}$ @ 3	$2\frac{1}{2}$ @ 3
Vera Cruz,.....	2 @ $2\frac{1}{2}$	$1\frac{1}{2}$ @ 2
Aspinwall,.....	2 @ $2\frac{1}{2}$	$1\frac{1}{4}$ @ $1\frac{3}{4}$
Havana,.....	$1\frac{1}{2}$ @ 2	$1\frac{1}{4}$ @ $1\frac{1}{2}$
Port au Prince,.....	2 @ $2\frac{1}{2}$	$1\frac{1}{4}$ @ 2
Rio de Janeiro,.....	$1\frac{1}{4}$ @ $1\frac{1}{2}$	$1\frac{1}{2}$ @ $1\frac{3}{4}$
Bahia,.....	$1\frac{1}{2}$ @ $1\frac{3}{4}$	$1\frac{3}{8}$ @ $1\frac{5}{8}$
Valparaiso,.....	$2\frac{1}{2}$ @ 3	$2\frac{1}{2}$ @ -
Acapulco,.....	3 @ $3\frac{1}{2}$	....
Panama,.....	3 @ $3\frac{1}{2}$	$1\frac{1}{2}$ @ -
Honolulu,.....	$2\frac{1}{2}$ @ $3\frac{1}{2}$	....

THE PORT OF NEW-YORK—ITS BOUNDARIES AND PORT CHARGES.

THE PORT OF NEW-YORK.—The Collection District or Port of New-York, as defined by the Acts of Congress of March 2, 1799, and of February 21, 1863, is as follows :

“ The District of the City of New-York shall include all such part of the coasts, rivers, bays and harbors of the said State as are not included in other districts of the said State, especially the several towns or landing places of New-Windsor, Newburgh, Poughkeepsie, Esopus, Kinderhook and Albany, as ports of delivery only ; and a Collector, naval officer and surveyor for the district shall be appointed, to reside at New-York, which shall be the sole port of entry for the district, and a surveyor at the City of Albany. And the President of the United States is authorized, if he judge it expedient, to appoint one other surveyor, to reside at such other place in the said district as he shall appoint.”

“ That all that part of the State of New-Jersey which lies north and east of Elizabethtown and Staten Island, comprising the Counties of Hudson and Bergen, be and the same is hereby annexed to the Collection District of New-York.”

RATES OF WHARFAGE.—The following are the rates of wharfage chargeable within the cities of New-York and Brooklyn, as established by act of the Legislature :

SEC. 1. It shall be lawful to charge and receive within the cities of New-York and Brooklyn wharfage and dockage at the following rates, viz. : From every vessel that uses or makes fast to any pier, wharf or bulkhead within said cities, or makes fast to any vessel lying at such pier, wharf or bulkhead, or to any other vessel lying outside of such vessels, for every day or part of a day, as follows : From every vessel of two hundred tons burden and under, two cents per ton ; and from every vessel over two hundred tons burden, two cents per ton for each of the first two hundred tons, and one-half of one cent. per ton for every additional ton ; except that all canal boats navigating the canals in this State, and vessels known as North River barges, shall pay the same rates as heretofore ; and the class of sailing vessels now known as lighters shall be at one-half the first above rates ; but every other vessel making fast to a vessel lying at any pier, wharf or bulkhead within said cities, or to another vessel outside of such vessel, or at anchor within any slip or basin, when not receiving or discharging cargo or ballast, one-half of the first above rates, and no boat or vessel shall pay less than fifty cents for a day or part of a day ; and from every vessel or floating structure other than those used for transportation of freight or passengers, double the first above rates. And every vessel that shall leave a pier, wharf, bulkhead, slip or basin, without first paying the wharfage or dockage due thereon, after being demanded, by the owner, consignee or person in charge of the vessel, shall be liable to pay double the rates established by this act.

SEC. 2. It shall be lawful for the owner or lessee of any bulkhead, pier or basin in the port of New-York to charge and receive the sum of five cents per ton on all goods, wares or merchandise remaining on the bulkhead or pier owned or leased by him for every day after the expiration of twenty-four hours from the time such goods, wares or merchandise shall have been left or deposited on such pier or bulkhead, and shall be a lien thereon until paid, excepting merchandise and other property delivered on a wharf for transportation by canal boats through the canals owned by this State, and also excepting such merchandise as may be landed on a bulkhead for storage purposes by the owner or occupant of a warehouse immediately in front of and adjoining the bulkhead on which such merchandise shall be landed, which may be permitted to remain therein eight days without being subject to the charge aforesaid. Nothing contained in this section shall be so construed as to conflict with the eighth section of the act to establish regulations for the port of New-York, passed April sixteenth, eighteen hundred and fifty-seven, and amended April sixteenth, eighteen hundred and fifty-eight.

PORT WARDEN CHARGES.—The following are the rates of charges to be collected by the Port Wardens, as established by act of the Legislature :

“ The said Board of Wardens shall be allowed for each and every survey held on board of any vessel, on hatches, stowage of cargo, or damaged goods, or at any warehouse, store or dwelling, or in the public street, or on the wharf, within the limits of the port of New-York, on goods said to be damaged, the sum of two dollars, and for each and every certificate given in consequence thereof, the sum of one dollar, and for each and every survey on the hull, sails, spars or rigging of any vessel damaged, or arriving at said port in distress, the sum of five dollars, and for each and every certificate given in consequence thereof, the sum of two dollars and fifty cents, and for each valuation or measurement of any vessel, the sum of ten dollars.”

OTHER CHARGES.—The following Quarantine and other fees are paid on entering a vessel at the Custom House :

Health Officer's fees, each vessel,.....	\$6.50
United States Hospital fees, per head,.....	.20
State “ “ “ “	1.00
Masters’ “ “ “ “	1.50
Tonnage dues, per ton, (yearly,).....	.30
Harbor Masters' fees, per ton,.....	.01½

The Port of New-York : Its Boundaries and Port Charges.—Continued.

RATES OF PILOTAGE.—The following are the rates of pilotage at the Port of New-York, as established by act of the Legislature :

FROM APRIL 1 TO NOVEMBER 1.						FROM NOVEMBER 1 TO APRIL 1, <i>Four dollars additional.</i>					
<i>Feet and Inches.</i>	INWARD.				OUTWARD.		INWARD.				OUT- WARD.
	<i>Rate.</i>	<i>Off Shore. Total.</i>		<i>Rate.</i>		<i>Off Shore. Total.</i>					
6	\$3 75	\$22 50	\$5 62	\$28 12	\$2 70	\$16 20	\$26 50	\$5 62	\$32 12	\$20 20
6.6	3 75	24 37	6 09	30 46	2 70	17 55	28 37	6 09	34 46	21 55
7	3 75	26 25	6 56	32 81	2 70	18 90	30 25	6 56	36 81	22 90
7.6	3 75	28 12	7 03	35 15	2 70	20 25	32 12	7 03	39 15	24 25
8	3 75	30 00	7 50	37 50	2 70	21 60	34 00	7 50	41 50	25 60
8.6	3 75	31 87	7 96	39 83	2 70	22 95	35 87	7 96	43 83	26 95
9	3 75	33 75	8 44	42 19	2 70	24 30	37 75	8 44	46 19	28 30
9.6	...	3 75	35 62	8 90	44 52	2 70	25 65	39 62	8 90	48 52	29 65
10	3 75	37 50	9 37	46 87	2 70	27 00	41 50	9 37	50 87	31 00
10.6	3 75	39 37	9 84	49 21	2 70	28 35	43 37	9 84	53 21	32 35
11	3 75	41 25	10 31	51 56	2 70	29 70	45 25	10 31	55 56	33 70
11.6	3 75	43 12	10 78	53 90	2 70	31 05	47 12	10 78	57 90	35 05
12	3 75	45 00	11 25	56 25	2 70	32 40	49 00	11 25	60 25	36 40
12.6	3 75	46 87	11 72	58 59	2 70	33 75	50 87	11 72	62 59	37 75
13	3 75	48 75	12 19	60 94	2 70	35 10	52 75	12 19	64 94	39 10
13.6	3 75	50 62	12 65	63 27	2 70	36 45	54 62	12 65	67 27	40 45
14	...	4 50	63 00	15 75	78 75	3 10	43 40	67 00	15 75	82 75	47 40
14.6	4 50	65 25	16 31	81 56	3 10	44 95	69 25	16 31	85 56	48 95
15	4 50	67 50	16 87	84 37	3 10	46 50	71 50	16 87	88 37	50 50
15.6	4 50	69 75	17 43	87 18	3 10	48 05	73 75	17 43	91 18	52 05
16	4 50	72 00	18 00	90 00	3 10	49 60	76 00	18 00	94 00	53 60
16.6	4 50	74 25	18 56	92 81	3 10	51 15	78 25	18 56	96 81	55 15
17	4 50	76 50	19 12	95 62	3 10	52 70	80 50	19 12	99 62	56 70
17.6	4 50	78 75	19 69	98 44	3 10	54 25	82 75	19 69	102 44	58 25
18	5 50	99 00	24 75	123 75	4 10	73 80	103 00	24 75	127 75	77 80
18.6	5 50	101 75	25 44	127 19	4 10	75 85	105 75	25 44	131 19	79 85
19	5 50	104 50	26 12	130 62	4 10	77 90	108 50	26 12	134 62	81 90
19.6	5 50	107 25	26 81	134 06	4 10	79 95	111 25	26 81	138 06	83 95
20	5 50	110 00	27 50	137 50	4 10	82 00	114 00	27 50	141 50	86 00
20.6	5 50	112 75	28 19	140 94	4 10	84 05	116 75	28 19	144 94	88 05
21	6 50	136 50	34 12	170 62	4 75	99 75	140 50	34 12	174 62	103 75
21.6	6 50	139 75	34 94	174 69	4 75	102 12	143 75	34 94	178 69	106 12
22	6 50	143 00	35 75	178 75	4 75	104 50	147 00	35 75	182 75	108 50
22.6	6 50	146 25	36 56	182 81	4 75	106 87	150 25	36 56	186 81	110 87
23	6 50	149 50	37 37	186 87	4 75	109 25	153 50	37 37	190 87	113 25
23.6	6 50	152 75	38 19	190 94	4 75	111 62	156 75	38 19	194 94	115 62
24	6 50	156 00	39 00	195 00	4 75	114 00	160 00	39 00	199 00	118 00
24.6	6 50	159 25	39 81	199 06	4 75	116 37	163 25	39 81	203 06	120 37
25	6 50	162 50	40 62	203 12	4 75	118 75	166 50	40 62	207 12	122 75

Transportation North to East River, and vice versa, \$5.

Pilotage from Quarantine, one-quarter of the Inward Pilotage, exclusive of Off Shore.
Hauling to or from wharf, \$3. Detention, \$3 per day.

PILOTAGE FOR TAKING VESSELS FROM THE OLD TO THE NEW QUARANTINE.

For vessels having had death or sickness on board, double Outward pilotage.

For vessels from sickly ports, but having had no sickness on board, single Outward pilotage.

Pilotage of vessels from new Quarantine to New-York, half Inward pilotage.

Pilotage of vessels from Lower to Upper Quarantine, quarter pilotage.

Extract from the law passed as above in reference to unlicensed pilots :

SEC. 29. Any person not holding a license as pilot under this act, or under the laws of the State of New-Jersey, who shall pilot, or offer to pilot any ship or vessel to or from the port of New-York, by way of Sandy Hook, shall be deemed guilty of a misdemeanor, and, on conviction, shall be punished by a fine not exceeding one hundred dollars, or imprisonment not exceeding sixty days ; and all persons employing a person to act as pilot, not holding a license under this act, or under the laws of the State of New-Jersey, shall forfeit and pay to the Board of Commissioners of Pilots the sum of one hundred dollars.

RATES OF COMMISSION AT NEW-YORK,

*Recommended by the Chamber of Commerce, January 8th, 1857,
to be charged where no express agreement to the contrary exists.*

BANKING.

- On purchase of Stocks, Bonds, and all kinds of securities, including the Drawing of Bills for payment of same, *one per cent.*
 - On sale of Stocks, Bonds, and all kinds of Securities, including remittances in bills and guarantee, *one per cent.*
 - On purchase or sale of Specie and Bullion, *half of one per cent.*
 - Remittances in Bills of Exchange, *half of one per cent.*
 - Remittances in Bills of Exchange, with guarantee, *one per cent.*
 - Drawing or endorsing Bills of Exchange, *one per cent.*
 - Collecting Dividends on Stocks, Bonds, or other Securities, *half of one per cent.*
 - Collecting interest on Bonds and Mortgages, *one per cent.*
 - Receiving and paying moneys on which no other Commission is received, *half of one per cent.*
 - Procuring acceptance of Bills of Exchange payable in Foreign countries, *quarter of one per cent.*
 - On issuing Letters of Credit to Travelers, exclusive of Foreign Bankers' charge, *one per cent.*
- Where Bills of Exchange are remitted for Collection, and returned under protest for non-acceptance or non-payment, the same commissions are to be charged as though they were duly accepted and paid.

GENERAL BUSINESS.

- On sales of Sugar, Coffee, Tea, and General Merchandise, usually sold in large quantities, and on credit under six months, or for Cash, *five per cent.*
 - On sales of Manufactured Goods and other articles usually sold on long credits for Commissions and Guarantee, *seven and one-half per cent.*
 - On sales of Manufactured Goods, and other articles usually sold on long credits, for Commissions and Guarantee, for Cash, *five per cent.*
 - On purchase and shipment of Merchandise with funds in hand, on cost and charges, *two and one-half per cent.*
 - Collecting delayed and litigated Accounts, *five per cent.*
 - Effecting Marine Insurance, on amount insured, *half of one per cent.*
- No charge to be made for effecting Insurance on property consigned.
- Landing and re-shipping of Goods from vessels in distress—on value of invoice, *two and one-half per cent.*
 - Landing and re-shipping of Goods from vessels in distress—on Specie and Bullion, *half of one per cent.*

GENERAL BUSINESS.—(CONTINUED.)

Receiving and forwarding Merchandise entered at Custom House, on Invoice value 1 per cent., and on expenses incurred, *two and one-half per cent.*

On consignments of Merchandise withdrawn or re-shipped, full Commissions are to be charged, to the extent of advances or responsibilities incurred, and one-half commission on the residue of the value.

On giving Bonds that passengers will not become a burthen on the City—on the amount of the Bonds, *two and one-half per cent.*

The risk of loss by robbery, fire, (unless insurance be ordered,) theft, popular tumult, and all other unavoidable occurrences, is, in all cases, to be borne by the owners of the Goods, provided due diligence has been exercised in the care of them.

SHIPPING.

On purchase or sale of Vessels, *two and one-half per cent.*

Disbursements and Outfit of Vessels, *two and one-half per cent.*

Procuring Freight and Passengers for Europe, East Indies, and Domestic Ports, *two and one-half per cent.*

Procuring Freight and Passengers for West Indies, South America, and other places, *five per cent.*

Procuring Freight and Passengers for Foreign Vessels, in all cases, *five per cent.*

Collecting Freight, *two and one-half per cent.*

Collecting Insurance losses of all kinds, *two and one-half per cent.*

Chartering Vessels on amount of Freight, actual or estimated, to be considered as due when the Charter Parties are signed, *two and one half per cent.*

But no Charter to be considered binding till a memorandum, or one of the copies of the Charter, has been signed.

On giving bonds for Vessels under attachment in litigated cases—on amount of Liability, *two and one-half per cent.*

The foregoing Commission to be exclusive of Brokerage, and every charge actually incurred.

PUBLIC DEBT OF THE UNITED STATES.

Statement of the Public Debt on the 1st day of January of each year, from 1791 to 1842, inclusive, and at various dates in subsequent years, to January 1, 1875. Compiled from the Official Reports of the respective Secretaries of the Treasury on the Finances.

On 1st of January, 1791,...	\$75,463,476 52	On 1st of January, 1834,...	\$4,760,081 08
“ “ 1792,...	77,227,924 66	“ “ 1835,...	351,289 05
“ “ 1793,...	80,352,634 04	“ “ 1836,...	291,089 05
“ “ 1794,...	78,427,404 77	“ “ 1837,...	1,878,223 55
“ “ 1795,...	80,747,587 38	“ “ 1838,...	4,857,660 46
“ “ 1796,...	83,762,172 07	“ “ 1839,...	11,983,737 53
“ “ 1797,...	82,064,479 33	“ “ 1840,...	5,125,077 63
“ “ 1798,...	79,228,529 12	“ “ 1841,...	6,737,398 00
“ “ 1799,...	78,403,669 77	“ “ 1842,...	15,028,486 37
“ “ 1800,...	82,976,294 35	On 1st of July, 1843,...	27,203,450 69
“ “ 1801,...	83,038,050 80	“ “ 1844,...	24,748,188 23
“ “ 1802,...	80,712,632 25	“ “ 1845,...	17,093,794 80
“ “ 1803,...	77,054,636 30	“ “ 1846,...	16,750,926 33
“ “ 1804,...	86,427,120 88	“ “ 1847,...	38,956,623 33
“ “ 1805,...	82,312,150 50	“ “ 1848,...	48,526,379 37
“ “ 1806,...	75,723,270 66	On 1st of Dec., 1849,...	64,704,693 71
“ “ 1807,...	69,218,398 64	“ “ 1850,...	64,228,238 37
“ “ 1808,...	65,196,317 97	On 20th of Nov., 1851,...	62,560,395 26
“ “ 1809,...	57,023,192 09	On 30th of Dec., 1852,...	65,131,692 13
“ “ 1810,...	53,173,217 52	On 1st of July, 1853,...	67,340,628 78
“ “ 1811,...	48,005,587 76	“ “ 1854,...	47,242,206 05
“ “ 1812,...	45,209,737 90	On 17th of Nov., 1855,...	39,969,731 05
“ “ 1813,...	55,962,827 57	On 15th of Nov., 1856,...	30,963,909 64
“ “ 1814,...	81,487,846 24	On 1st of July, 1857,...	29,060,386 90
“ “ 1815,...	99,833,660 15	“ “ 1858,...	44,910,777 66
“ “ 1816,...	127,334,933 74	“ “ 1859,...	53,754,699 33
“ “ 1817,...	123,491,965 16	“ “ 1860,...	64,769,703 08
“ “ 1818,...	103,466,633 83	“ “ 1861,...	90,867,828 68
“ “ 1819,...	95,529,648 28	“ “ 1862,...	514,211,371 92
“ “ 1820,...	91,015,566 15	“ “ 1863,...	1,098,793,181 37
“ “ 1821,...	89,987,427 66	“ “ 1864,...	1,740,690,489 49
“ “ 1822,...	93,546,676 98	“ “ 1865,...	2,682,593,026 53
“ “ 1823,...	90,875,877 28	“ “ 1866,...	2,783,425,879 21
“ “ 1824,...	90,269,777 77	“ “ 1867,...	2,692,199,215 12
“ “ 1825,...	83,788,432 71	“ “ 1868,...	2,636,320,964 67
“ “ 1826,...	81,054,059 99	“ “ 1869,...	2,489,002,480 53
“ “ 1827,...	73,987,357 20	“ “ 1870,...	2,386,358,599 74
“ “ 1828,...	67,475,043 87	“ “ 1871,...	2,353,211,332 32
“ “ 1829,...	58,421,413 67	“ “ 1872,...	2,253,251,328 78
“ “ 1830,...	48,565,406 50	“ “ 1873,...	2,202,752,993 20
“ “ 1831,...	39,123,191 68	“ “ 1874,...	2,192,930,468 43
“ “ 1832,...	24,322,235 18	On 1st of January, 1875,...	2,142,598,302 02
“ “ 1833,...	7,001,032 88		

DETAILED STATEMENT OF THE PUBLIC DEBT OF THE UNITED STATES, ON THE 1ST DAY OF JANUARY, 1875.

	<i>Principal.</i>	<i>Interest.</i>	<i>Totals.</i>
DEBT BEARING INTEREST IN COIN.			
Bonds at 6 per cent.,... \$1,157,085,100 00			
Bonds at 5 per cent.,... 556,525,200 00			
Bonds at 4½ per cent.,... ..			
Bonds at 4 per cent.,... ..			
	\$1,713,610,300 00	\$39,291,052 17	
DEBT BEARING INTEREST IN LAWFUL MONEY.			
Certificates of indebtedness, at 4 per cent., \$678,000 00			
Navy Pension Fund, at 3 per cent.,..... 14,000,000 00			
	14,678,000 00	219,040 00	
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY,.....	19,122,390 26	192,260 08	
DEBT BEARING NO INTEREST.			
Old Demand and Legal Tender Notes,..... \$382,072,317 50			
Certificates of Deposit, 41,200,000 00			
Fractional Currency, 46,390,598 33			
Coin Certificates,..... 23,540,600 00			
	493,203,515 83		
Unclaimed Interest,.....		22,124 84	
TOTAL DEBT,.....	\$2,240,614,206 09	\$39,724,477 09	\$2,280,338,683 18
CASH IN THE TREASURY.			
Coin.....		\$82,587,449 94	
Currency,		13,952,931 22	
Special deposit held for redemption of certificates of deposit, as provided by law,.....		41,200,000 00	
			137,740,381 16
Debt, less Cash in the Treasury, January 1, 1875,.....			\$2,142,598,302 02
Debt, less Cash in the Treasury, December 1, 1874,.....			2,138,938,334 14
Increase of Debt during the past month,.....			3,659,967 88
Decrease of Debt since June 30, 1874,.....			\$489,939 14

PUBLIC DEBT OF THE STATE OF NEW-YORK.

THE following statement exhibits the Public Debt of the State of New-York at the close of the fiscal year ending September 30th, 1874, compared with the same time in the previous year. Compiled from the Annual Report of the Comptroller of the State :

	September 30, 1873.		September 30, 1874.
General Fund,.....	\$3,988,526 40	..	\$3,988,526 40
Contingent,	68,000 00	..	68,000 00
Canal,.....	11,352,880 00	..	10,230,430 00
Bounty,.....	21,121,000 00	..	15,912,500 00
	<hr/>		<hr/>
Total,.....	\$36,530,406 40	..	\$30,199,456 40

REAL AND PERSONAL ESTATE OF THE STATE OF NEW-YORK.

THE following table exhibits the assessed valuation of the real and personal property of the State of New-York for each year, from 1859 to 1874, both inclusive :

YEAR.	Real Estate.		Personal Estate.		Aggregate Equalized Valuation.
1859,.....	\$1,097,564,524	..	\$307,349,155	..	\$1,404,913,679
1860,.....	....	..	....	..	1,419,297,520
1861,.....	....	..	....	..	1,441,767,430
1862,.....	....	..	....	..	1,449,303,948
1863,.....	....	..	....	..	1,454,454,817
1864,.....	1,161,750,000	..	339,249,877	..	1,500,999,877
1865,.....	1,158,327,371	..	392,552,314	..	1,550,879,685
1866,	1,196,403,416	..	334,826,220	..	1,531,229,636
1867,.....	1,237,703,092	..	426,404,633	..	1,664,107,725
1868,.....	1,327,403,886	..	438,685,254	..	1,766,089,140
1869,.....	1,418,132,855	..	441,987,915	..	1,860,120,770
1870,.....	1,532,720,907	..	434,280,278	..	1,967,001,185
1871,.....	1,599,930,166	..	452,607,732	..	2,052,537,898
1872,.....	1,644,379,410	..	444,248,035	..	2,088,627,445
1873,.....	1,692,523,071	..	437,102,315	..	2,129,626,386
1874,.....	1,750,698,918	..	418,608,955	..	2,169,307,873

PUBLIC DEBT OF THE CITY OF NEW-YORK.

THE following statement exhibits the Public Debt of the City of New-York, on the 31st of December, 1874, compared with the previous ten years. Compiled from the Annual Report of the Comptroller of the City:

Funded debt, payable from taxation and sinking fund,.....	\$118,241,557 24
Assessment bonds, payable wholly or in part from assessments,	20,851,000 00
Bonds payable from building lien,.....	3,700 76
Revenue bonds of 1874,.....	2,707,500 00
<hr/>	
Total,.....	\$141,803,758 00
Less securities held by the sinking fund,.....	26,615,778 00
<hr/>	
Total net bonded indebtedness,.....	\$115,187,980 00

In addition to the securities held by the sinking fund, there was cash in the treasury to its credit for the redemption of the City debt, December 31, 1874, \$208,010 01. And also bonds and mortgages applicable, when collected, to the same purpose, \$710,106 67.

The increase of the bonded debt in the past ten years, is as follows:

Showing an increase of

The bonded debt, December 31, 1865, was	\$45,642,724 50	
“ “ 1866, was	45,187,776 50	..
“ “ 1867, was	46,977,474 45	.. \$1,789,697 95
“ “ 1868, was	52,205,430 80	.. 5,227,956 35
“ “ 1869, was	66,040,052 22	.. 13,834,621 42
“ “ 1870, was	91,489,446 51	.. 25,449,394 29
“ “ 1871, was	108,551,708 51	.. 17,062,262 00
“ “ 1872, was	118,815,229 82	.. 10,263,521 31
“ “ 1873, was	131,204,571 22	.. 12,389,341 40
“ “ 1874, was	141,803,758 00	.. 10,599,186 78

Gross increase from December 31, 1865, to December 31, 1874, ten years,.....	\$96,615,981 50
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REAL AND PERSONAL ESTATE OF THE CITY AND COUNTY OF NEW-YORK.

Statement of the Value of Real and Personal Estate of the City and County of New-York, from the year 1826 to 1874, both inclusive.

<i>Year.</i>	<i>Value of Real Estate.</i>		<i>Value of Personal Estate.</i>		<i>Total Value, Real and Personal.</i>
1826,.....	\$64,804,050	..	\$42,434,981	..	\$107,238,931
1827,.....	72,617,770	..	39,549,156	..	112,211,926
1828,.....	77,138,880	..	36,879,653	..	114,019,533
1829,.....	76,130,430	..	35,672,636	..	111,803,066
1830,.....	87,603,580	..	37,684,938	..	125,288,518
1831,.....	95,594,335	..	41,966,194	..	137,560,259
1832,.....	104,160,605	..	40,741,723	..	144,902,328
1833,.....	114,124,566	..	52,366,976	..	166,491,542
1834,.....	123,249,280	..	63,299,231	..	186,548,511
1835,.....	143,742,425	..	74,991,278	..	218,723,703
1836,.....	233,732,303	..	75,758,617	..	309,500,920
1837,.....	196,450,109	..	67,297,241	..	263,747,350
1838,.....	104,543,359	..	69,609,582	..	264,152,941
1839,.....	196,940,134	..	73,920,885	..	270,869,019
1840,.....	187,221,714	..	65,011,801	..	252,233,515
1841,.....	186,359,948	..	64,843,972	..	251,194,920
1842,.....	176,513,092	..	61,292,559	..	237,805,651
1843,.....	164,955,314	..	64,274,765	..	229,229,079
1844,.....	171,937,591	..	64,789,552	..	236,727,143
1845,.....	177,207,990	..	62,787,527	..	239,995,517
1846,.....	181,480,534	..	61,471,470	..	244,952,004
1847,.....	187,315,386	..	59,837,913	..	247,153,299
1848,.....	193,029,076	..	61,164,447	..	254,163,523
1849,.....	197,741,919	..	58,455,224	..	256,197,143
1850,.....	207,142,576	..	78,919,240	..	286,061,816
1851,.....	227,015,856	..	93,095,001	..	320,110,857
1852,.....	253,278,384	..	98,490,042	..	351,768,426
1853,.....	294,637,296	..	118,994,137	..	413,631,382
1854,.....	330,300,396	..	131,721,338	..	462,021,734
1855,.....	336,975,866	..	150,022,312	..	486,998,278
1856,.....	340,972,098	..	170,744,393	..	511,746,491
1857,.....	352,958,803	..	168,216,449	..	521,175,252
1858,.....	368,346,296	..	162,847,994	..	531,194,290
1859,.....	379,051,530	..	172,871,592	..	551,923,122
1860,.....	398,533,619	..	178,098,087	..	576,631,706
1861,.....	406,882,790	..	174,624,306	..	581,507,096
1862,.....	399,551,314	..	172,416,031	..	571,967,345
1863,.....	402,196,652	..	192,000,161	..	594,196,813
1864,.....	410,674,635	..	223,920,405	..	634,595,040
1865,.....	427,404,384	..	181,423,471	..	608,827,855
1866,.....	478,994,934	..	257,994,974	..	736,989,908
1867,.....	555,442,062	..	275,152,651	..	830,594,713
1868,.....	623,235,305	..	284,580,224	..	907,815,529
1869,.....	684,183,918	..	291,142,696	..	975,326,614
1870,.....	742,103,075	..	305,285,374	..	1,047,388,449
1871,.....	769,306,410	..	306,947,223	..	1,076,253,633
1872,.....	797,148,665	..	306,949,422	..	1,004,098,087
1873,.....	836,691,980	..	292,447,643	..	1,029,139,623
1874,.....	881,547,995	..	272,481,181	..	1,154,029,176

PUBLIC DEBT OF THE CITY OF BROOKLYN.

THE following is a comparative statement in detail of the Public Debt of the City of Brooklyn on the 31st of December of the years 1873 and 1874. Compiled from the Annual Report of the Comptroller of the City:

TITLE OF LOAN.	Amount Dec. 31, 1873.	Amount Dec. 31, 1874.
Permanent Water loans,.....	\$10,012,000 00	\$10,620,000 00
City Hall loan,.....	45,000 00	35,000 00
Mount Prospect Square loans,.....	90,000 00	90,000 00
National Guard and Volunteer Firemen's loan,.	27,000 00	27,000 00
National Guard loan,.....	32,000 00	32,000 00
Soldiers' Aid Fund loan,.....	552,000 00	552,000 00
New-York Bridge bonds,.....	2,658,000 00	3,000,000 00
Prospect Park bonds,.....	9,233,000 00	9,234,000 00
Deficiency bonds, prior to 1872,.....	319,000 00	319,000 00
Local Improvement loan,.....	213,000 00	213,000 00
Williamsburgh loan, 1855,.....	150,000 00	150,000 00
Williamsburgh loans,.....	138,000 00	138,000 00
Third-street Improvement loan,.....	302,000 00	302,000 00
Gowanus Canal Improvement loan,.....	329,000 00	306,000 00
Bushwick Avenue Improvement loan,.....	282,000 00	266,000 00
Union-street Improvement loan,.....	326,000 00	326,000 00
South-seventh-street Improvement loan,.....	338,000 00	318,000 00
Fourth Avenue Improvement loan,.....	509,000 00	480,000 00
Wallabout Bay Improvement loan,.....	680,000 00	635,000 00
Kent Avenue Basin Improvement loan,.....	371,000 00	427,000 00
Bedford Avenue Improvement loan,.....	278,000 00	278,000 00
Knickerbocker and Central Ave. Sewerage bonds,	618,000 00	618,000 00
Certificates for deficiency for 1871-72,.....	244,870 00	144,870 00
Assessment Fund bonds,.....	3,087,104 33	3,127,500 00
Assessment Fund bonds, W. and S.,.....	1,257,000 00	1,587,000 00
Sewerage Fund bonds,.....	1,888,000 00	1,748,500 00
Boulevard bonds,.....	667,000 00	842,000 00
South Brooklyn Sewerage Fund bonds,.....	243,000 00	178,000 00
Tax certificates,.....	2,214,000 00	2,009,000 00
Certificates for repairing breaks in streets,..	10,967 24	10,399 62
Certificates for Board of Health,.....	15,000 00	....
Certificates for water meters,.....	20,000 00	20,000 00
Deficiency certificates, 1872,.....	244,000 00	....
Certificates for Police and Excise Department,..	30,000 00	30,000 00
Certificates for Fire Department,.....	9,000 00	9,000 00
Certificates for Bell Tower, E. D.,.....	....	2,920 00
Certificates for Fourth Avenue cross-walks,.....	....	1,710 00
Total city debt,.....	\$37,431,941 57	\$38,076,899 62
Amount of Sinking Fund to be used for the re- demption of this debt,.....	2,908,435 87	3,028,278 10
	\$34,523,505 70	\$35,048,621 52
Net city debt, December 31, 1874,.....		\$35,048,621 52
Net city debt, December 31, 1873,.....		34,523,505 70
Increase of city debt,.....		\$525,115 82
Amount of increase in 1874,	\$1,557,025 67	
Less increase in Sinking Fund in 1874,.....	119,842 23	
Amount of decrease in 1874,.....		\$1,437,183 44
		912,067 62
Net increase of city debt,.....		\$525,115 82

REAL AND PERSONAL ESTATE OF THE CITY OF BROOKLYN AND KINGS COUNTY.

THE following statement exhibits the assessed value of the real and personal estate of the City of Brooklyn and Kings County, from the year 1850 to the year 1874, both inclusive. Prepared by direction of Hon. S. S. POWELL, Comptroller of the City :

YEAR.	<i>Assessed Valuation Real Estate, Kings Co.</i>	<i>Assessed Valuation Real Estate, City of Brooklyn.</i>	<i>Assessed Valuation Personal Property, City of Brooklyn.</i>	<i>Assessed Valuation Real Estate, County Towns, Kings Co.</i>	<i>Assessed Valuation Personal Property, County Towns, Kings Co.</i>	<i>Total Assessed Valuation Real and Personal, Kings Co.</i>
1850,..	\$39,425,127	....	....	....	....	....
1851,..	53,706,632	....	....	....	....	....
1852,..	64,707,612	....	....	....	....	....
1853,..	75,748,873	....	....	....	....	....
1854,..	82,927,793	....	....	....	....	....
1855,..	88,679,160	\$84,543,798	\$10,033,342	\$4,135,362	\$1,268,800	\$99,981,302
1856,..	90,136,463	85,736,446	10,063,994	4,400,017	1,308,575	101,509,032
1857,..	92,241,157	87,807,150	11,168,875	4,434,007	1,314,703	104,724,735
1858,..	92,688,497	88,136,781	10,338,494	4,551,716	1,269,575	104,296,566
1859,..	94,757,314	90,150,396	10,896,743	4,606,918	1,260,575	106,914,632
1860,..	97,241,707	92,432,651	11,068,505	4,809,056	1,205,525	109,515,737
1861,..	98,581,424	93,591,649	11,495,375	4,989,775	1,144,725	111,221,524
1862,..	99,233,971	94,072,137	11,000,804	5,161,834	1,146,800	111,381,575
1863,..	104,921,920	99,671,883	12,568,920	5,250,037	1,157,160	118,648,000
1864,..	108,997,536	103,593,072	15,798,637	5,404,464	1,116,745	125,912,918
1865,..	112,174,843	106,470,308	16,841,325	5,704,535	1,170,395	130,186,563
1866,..	120,128,865	113,941,366	22,483,420	6,187,499	1,205,010	143,817,295
1867,..	129,498,066	122,748,954	20,262,581	6,749,112	1,214,400	150,975,047
1868,..	140,493,442	131,271,141	18,022,367	9,222,301	1,475,450	159,991,259
1869,..	189,154,433	179,064,130	17,559,980	10,090,308	1,718,625	208,433,043
1870,..	194,128,665	183,822,789	17,388,070	10,305,876	1,561,876	213,078,611
1871, .	196,758,764	187,676,251	18,245,531	9,082,513	1,481,220	216,485,515
1872,..	202,773,043	192,639,032	15,147,370	10,138,961	1,309,120	219,234,533
1873,..	208,932,933	198,557,060	17,725,810	10,375,873	1,250,170	227,908,913
1874,..	214,574,443	204,136,493	16,136,304	10,437,950	1,173,595	231,884,342

Population of the United States, the State of New-York and the Cities of
New-York and Brooklyn.

*Compiled from the several Official Censuses of the United States and of the State of
New-York.*

<i>Year.</i>	<i>Population of the United States.</i>		<i>Population of the State of New-York.</i>
1790,.....	3,929,214	....	340,120
1795,.....	....	....	....
1800,.....	5,308,483	....	589,051
1805,.....	....	....	....
1810,.....	7,239,881	....	959,049
1814,.....	....	....	1,035,910
1820,.....	9,633,822	....	1,372,111
1825,.....	....	....	1,614,458
1830,.....	12,866,020	....	1,918,608
1835,.....	....	....	2,174,517
1840,.....	17,069,453	....	2,428,921
1845,.....	....	....	2,604,495
1850,.....	23,191,876	....	3,097,394
1855,.....	....	....	3,466,212
1860,.....	31,443,321	....	3,880,735
1865,.....	....	....	3,831,777
1870,.....	38,558,371	....	4,382,759

<i>Year.</i>	<i>Population of the City of New-York.</i>		<i>Population of the City of Brooklyn.</i>
1790,.....	33,131	....	1,603
1795,.....	....	....	....
1800,.....	60,515	....	2,378
1805,.....	....	....	....
1810,.....	96,373	....	4,402
1814,.....	95,519	....	3,805
1820,.....	123,706	....	7,175
1825,.....	166,086	....	10,791
1830,.....	202,589	....	15,394
1835,.....	268,089	....	24,529
1840,.....	312,710	....	36,233
1845,.....	371,223	....	59,574
1850,.....	515,547	....	96,838
1855,.....	629,810	....	205,250
1860,.....	813,669	....	266,661
1865,.....	726,386	....	296,112
1870,.....	942,292	....	396,099

COINAGE OF THE UNITED STATES.

Statement of the Gold, Silver and Copper Coinage of the Mint of the United States, from the year 1841; the Coinage at the Branch Mints, and the Assay Office, New-York, from their organization to June 30th, 1874. Compiled from the Official Reports of the Director of the Mint.

YEARS.	Gold.	Silver.	Copper.	Total.
1841,.....	\$1,102,107 50	\$1,115,875 00	\$15,973 67	\$2,233,956 17
1842,.....	1,833,170 50	2,325,750 00	23,833 90	4,182,754 40
1843,.....	8,302,797 50	3,722,250 00	24,283 20	12,049,330 70
1844,.....	5,423,230 00	2,235,550 00	23,977 52	7,687,757 52
1845,.....	3,756,447 50	1,873,200 00	38,948 04	5,668,595 54
1846,.....	4,034,177 50	2,558,580 00	41,203 00	6,633,965 50
1847,.....	20,221,385 00	2,374,450 00	61,836 69	22,657,671 69
1848,.....	3,775,512 50	2,040,050 00	64,157 99	5,879,720 49
1849,.....	9,007,761 50	2,114,950 00	41,984 32	11,164,695 82
1850,.....	31,981,738 50	1,866,100 00	44,467 50	33,892,306 00
Total 10 years,.....	\$89,443,328 00	\$22,226,755 00	\$380,670 83	\$112,050,753 83
1851,.....	\$62,614,492 50	\$774,397 00	\$99,635 43	\$63,488,524 93
1852,.....	56,846,187 50	999,410 00	50,630 94	57,896,228 44
1853,.....	55,213,906 94	9,077,571 00	67,059 78	64,358,537 72
1854,.....	52,094,595 47	8,619,270 00	42,638 35	60,756,503 82
1855,.....	52,795,457 20	3,501,245 00	16,030 79	56,312,732 99
1856,.....	59,343,365 35	5,196,670 17	27,106 78	64,567,142 30
1857, (Jan. 1 to June 30, inclusive,)..	25,183,138 68	1,601,644 46	63,510 46	26,848,293 60
1858, (fiscal year,)....	52,889,800 29	8,233,287 77	234,000 00	61,357,088 06
1859,.....	30,409,953 70	6,833,631 47	307,000 00	37,550,585 17
1860,.....	23,447,283 35	3,250,636 26	342,000 00	27,039,919 61
Total 9½ years,....	\$470,838,180 98	\$48,087,763 13	\$1,249,612 53	\$520,175,556 64
1861,.....	\$30,708,400 64	\$2,883,706 94	\$101,660 00	\$33,693,767 58
1862,.....	61,676,576 55	3,231,081 51	116,000 00	65,023,658 06
1863,.....	22,645,729 90	1,564,297 22	478,450 00	24,688,477 12
1864,.....	23,982,748 31	850,086 99	463,800 00	25,296,635 30
1865,.....	30,685,699 95	950,218 69	1,183,330 00	32,819,248 64
1866,.....	37,429,430 46	1,596,646 58	646,570 00	39,672,647 04
1867,.....	39,833,878 82	1,562,694 18	1,879,540 00	43,281,113 00
1868,.....	24,141,245 06	1,592,936 43	1,713,385 00	27,447,616 54
1869,.....	32,027,966 03	1,574,937 17	1,279,655 00	34,881,938 20
1870,.....	30,103,364 75	2,670,054 16	611,445 00	33,384,863 91
Total 10 years,.....	\$383,240,040 47	\$18,476,709 92	\$8,473,235 00	\$410,189,985 39
1871,.....	\$34,403,564 42	\$5,500,085 38	\$233,760 00	\$40,187,409 80
1872,.....	36,193,187 73	13,421,779 37	123,020 00	49,737,987 10
1873,.....	55,744,953 61	9,967,710 00	494,050 00	66,206,713 61
1874,.....	50,442,690 00	5,933,601 30	411,925 00	56,838,216 30

RECAPITULATION OF COINAGE FROM 1793 TO JUNE 30TH, 1874, INCLUSIVE.

Years.	Gold.	Silver.	Copper.	Total.
1793 to 1800, (inclusive,)	\$1,014,290 00 ..	\$1,440,454 75 ..	\$79,390 82 ..	\$2,534,135 57
1801 " 1810, "	3,250,742 50 ..	3,569,165 25 ..	151,246 39 ..	6,971,154 14
1811 " 1820, "	3,166,510 00 ..	5,970,810 95 ..	191,158 57 ..	9,328,479 52
1821 " 1830, "	1,903,092 50 ..	16,781,046 95 ..	151,412 20 ..	18,835,551 65
1831 " 1840, "	18,791,862 00 ..	27,199,779 00 ..	342,322 21 ..	46,333,963 21
1841 " 1850, "	89,443,328 00 ..	22,226,755 00 ..	380,670 83 ..	112,050,753 83
1851 " 1860, "	470,838,180 98 ..	48,087,763 13 ..	1,249,612 53 ..	520,175,556 64
1861 " 1870, "	383,240,040 47 ..	18,476,709 92 ..	8,473,235 00 ..	410,189,985 39
1871,.....	34,403,564 42 ..	5,500,085 38 ..	283,760 00 ..	40,187,409 80
1872,.....	36,193,187 73 ..	13,421,779 37 ..	123,020 00 ..	49,737,987 10
1873,.....	55,744,953 61 ..	9,967,710 00 ..	494,050 00 ..	66,206,713 61
1874,	50,442,690 00 ..	5,983,601 30 ..	411,925 00 ..	56,838,216 30

AVERAGES OF COINAGE OF THE UNITED STATES, FOR EACH DECADE, FROM 1793 TO JUNE 30TH, 1870, INCLUSIVE.

Years.	Gold.	Silver.	Copper.	Total.
1793 to 1800, 8 years,.....	\$126,786 25 ..	\$180,056 84 ..	\$9,923 85 ..	\$316,766 94
1801 " 1810, 10 "	325,074 25 ..	356,916 52 ..	15,124 64 ..	697,115 41
1811 " 1820, 10 "	316,651 00 ..	597,081 09 ..	19,115 86 ..	932,847 95
1821 " 1830, 10 "	190,309 25 .	1,678,104 69 ..	15,141 22 ..	1,883,555 16
1831 " 1840, 10 "	1,879,186 20 ..	2,719,977 90 ..	34,232 22 ..	4,633,396 32
1841 " 1850, 10 "	8,944,332 80 ..	2,222,675 50 ..	38,067 08 ..	11,205,075 38
1851 " 1860, 9½ "	49,561,913 79 ..	5,061,869 80 ..	131,538 16 ..	54,755,321 75
1861 " 1870, 10 "	38,324,004 04 ..	1,847,670 99 ..	847,323 50 ..	41,018,998 53

COINAGE OF THE MINT AND BRANCHES.

Summary Exhibit of the Coinage of the Mints of the United States from their organization to the close of the fiscal year ending June 30, 1874, exclusive of Bars, &c.

MINTS.	Period.	Gold Coinage. Value.	Silver Coinage. Value.	Minor Coinage. Value.	Entire Coinage. Value.
Philadelphia,.....	1793,	\$462,517,266 00	\$109,904,012 10	\$12,331,813 55	\$584,753,091 65
New-Orleans, (to Jan.					
31, 1861,).....	1838,	40,148,740 00	29,764,353 00	....	69,913,093 00
Charlotte, (to March					
31, 1861,).....	1838,	5,048,641 50	....	....	5,048,641 50
Dahlonaga, (to Feb.					
28, 1861,).....	1838,	6,115,929 00	....	....	6,115,929 00
San Francisco,.....	1854,	350,353,157 00	10,595,425 00	....	360,948,582 00
Carson City,.....	1870,	3,164,835 00	861,695 80	....	4,026,530 80
Total,.....	...	\$867,348,568 50	\$151,125,485 90	\$12,331,813 55	\$1,030,805,867 95

DEPOSITS OF GOLD AND SILVER AT THE MINTS AND ASSAY OFFICES OF THE UNITED STATES.

Statement of Deposits and Purchases of Bullion at the Mints and Assay Offices of the United States during the fiscal year ending June 30, 1874.

DESCRIPTION OF BULLION.	MINTS.			ASSAY OFFICES.			Total.
	Philadelphia.	San Francisco.	Denver.	New-York.	Charlotte.	Boisé.	
GOLD.							
Bars, (re-deposits,).....	\$18,718,058 10			\$1,001,025 81			\$19,719,083 91
United States Bullion,.....	220,711 02	*\$21,838,807 06	\$962,803 82	4,380,345 07	\$8,212 35	\$112,466 54	29,736,387 82
United States Coin,.....	5,710,117 89	....	....	565,249 40	....	....	6,275,367 29
Jewelers' Bars,.....	210,515 13	....	....	443,361 92	476 51	....	654,353 56
Foreign Coin,.....	15,214 07	187,105 45	....	9,111,562 95	....	....	9,313,882 47
Foreign Bullion,.....	11,836 38	40,269 15	....	3,110,414 39	....	....	3,162,519 92
Total gold,.....	\$24,886,452 59	\$22,066,181 66	\$962,803 82	\$18,611,959 54	\$8,683 86	\$112,466 54	\$68,861,594 97
SILVER.							
Bars, (re-deposits,).....	\$2,614,994 97			\$1,022,478 56			\$3,637,473 53
United States Bullion,.....	315,098 18	*\$2,848,440 55	\$26,969 27	4,755,195 15	\$46 67	\$1,791 52	10,822,658 16
United States Coin,.....	52,981 87	....	....	5,570 62	....	....	58,552 49
Jewelers' Bars,.....	67,848 60	....	....	208,210 34	10 98	....	276,069 92
Foreign Coin,.....	9,811 01	10,840 99	....	191,045 50	17 04	....	211,714 54
Foreign Bullion,.....	95 03	9,326 23	....	106,261 41	....	....	115,682 67
Total silver,.....	\$3,060,829 66	\$2,868,607 77	\$26,969 27	\$6,288,761 58	\$74 69	\$1,791 52	\$15,122,151 31
Total gold and silver,.....	\$27,947,282 25	\$24,934,789 43	\$989,773 09	\$24,900,721 12	\$8,763 55	\$114,258 06	\$83,983,746 28
Less RE-DEPOSITS.							
Gold,	\$18,718,058 10	....	....	\$1,001,025 81	....	....	\$19,719,083 91
Silver,	2,614,994 97	....	..	1,022,478 56	....	....	3,637,473 53
Total re-deposits,.....							\$23,356,557 44
Total deposits,.....							\$60,627,188 84

* Includes refined gold and silver from San Francisco assaying and refining works.

COINAGE OF THE MINTS OF THE UNITED STATES.

Statement of Coinage of the Mints of the United States during the fiscal year ending June 30, 1874.

DENOMINATION.	Mint United States, Philadelphia.		Mint United States, San Francisco.		Mint United States, Carson.		Total.
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	
GOLD.							
Double Eagles,.....	1,242,260	\$24,845,200	1,098,000	\$21,960,000	73,935	\$1,478,700 00	\$48,283,900 00
Eagles,.....	15,120	151,200	12,000	120,000	11,228	112,280 00	383,480 00
Half Eagles,.....	114,580	572,900	31,000	155,000	16,376	81,880 00	809,780 00
Three Dollars,.....	41,820	125,460	....	....	....	....	125,460 00
Quarter Eagles,.....	179,460	448,650	27,000	67,500	....	....	516,150 00
Dollars,.....	323,920	323,920	....	....	....	....	323,920 00
Total gold,.....	1,917,160	\$26,467,330	1,168,000	\$22,302,500	101,539	\$1,672,860 00	\$50,442,690 00
SILVER.							
Trade Dollars,.....	1,058,200	\$1,058,200	2,121,000	\$2,121,000	409,700	\$409,700 00	\$3,588,900 00
Half Dollars,	2,284,300	1,142,150	482,000	241,000	111,560	55,780 00	1,438,930 00
Quarter Dollars,.....	1,309,100	327,275	516,000	129,000	8,962	2,240 50	458,515 50
Dimes,.....	4,355,100	435,510	595,000	59,500	22,458	2,245 80	497,255 80
Total silver,.....	9,006,700	\$2,963,135	3,714,000	\$2,550,500	552,680	\$469,966 30	\$5,983,601 30
MINOR.							
Five Cents,.....	4,887,000	\$244,350	....	....	....	....	\$244,350 00
Three Cents,.....	988,000	29,640	....	....	....	....	29,640 00
Cents,.....	13,793,500	137,935	....	....	....	...	137,935 00
Total minor,.....	19,668,500	\$411,925	....	....	....	....	\$411,925 00
Total coinage,	30,592,360	\$29,842,390	4,882,000	\$24,853,000	654,219	\$2,142,826 30	\$56,838,216 30

BARS MANUFACTURED AT THE MINTS AND ASSAY OFFICES OF THE UNITED STATES.

Statement of Bars manufactured at the Mints and Assay Offices of the United States during the fiscal year ending June 30, 1874.

DESCRIPTION.	MINTS.				ASSAY OFFICES.			Total.
	Philadelphia.	San Francisco.	Carson.	Denver.	New-York.	Charlotte.	Boisé.	
GOLD.								
Fine Bars,.....	\$95,316 21	....	....	....	\$4,942,186 99	....	....	\$5,037,503 20
Unparted Bars,.....	....	\$9,025,309 58	\$475,436 61	\$962,803 82	....	\$8,688 86	\$112,466 54	10,584,705 41
Bars from standard British Coin, 916½ M., ..	....	....	....	....	5,922,836 23	....	....	5,922,836 23
Bars from light United States gold coin,...	....	....	....	....	9,940,773 16	....	....	9,940,773 16
Total gold,.....	\$95,316 21	\$9,025,309 58	\$475,436 61	\$962,803 82	\$20,805,796 38	\$8,688 86	\$112,466 54	\$31,485,818 00
SILVER.								
Fine Bars,.....	\$319,821 49	....	\$1,672,198 06	....	\$3,945,471 13	....	....	\$5,937,490 68
Unparted Bars,.....	....	\$209,071 53	672,401 49	\$26,969 27	....	\$74 69	\$1,791 52	910,308 50
Total silver,.....	\$319,821 49	\$209,071 53	\$2,344,599 55	\$26,969 27	\$3,945,471 13	\$74 69	\$1,791 52	\$6,847,799 18
Total gold and silver,.....	\$415,137 70	\$9,234,381 11	\$2,820,036 16	\$989,773 09	\$24,751,267 51	\$8,763 55	\$114,258 06	\$38,333,617 18

GOLD AND SILVER OF DOMESTIC PRODUCTION.

Statement of Gold and Silver of Domestic Production, deposited at the Mints and Assay Offices of the United States during the fiscal year ending June 30th, 1874.

Locality.	MINTS.				ASSAY OFFICES.			Total.
	Philadelphia.	San Francisco.	Carson.	Denver.	New-York.	Charlotte.	Boisé.	
GOLD.								
Alabama,.....	\$259 33	.....	....	.....	....	....	....	\$259 33
Arizona,.....	....	\$78,074 20	....	\$389 64	....	....	....	78,463 84
California,.....	1,870 30	8,256,158 88	....	.....	\$122,543 79	....	....	8,380,572 97
Colorado, ..	5,102 07	....	....	915,195 16	245,992 16	....	....	1,166,289 39
Georgia,.....	14,903 94	.....	....	....	16,058 22	....	....	30,962 16
Idaho,.....	17,498 10	123,298 73	....	....	791,243 28	....	\$95,668 58	1,027,708 69
Maryland,	143 59	.....	....	.....	....	....	....	143 59
Montana,	25,500 05	47,092 80	....	942 40	2,584,585 20	....	....	2,658,120 45

Nebraska,...	\$24,277 02	....	....	\$255 76	....	....	\$355 76
New-Mexico,.....	349 56	....	\$46,184 32	23,123 11	....	....	93,584 45
Nevada,.....	1,980 13	....	....	184,371 69	....	....	2,411,683 69
New-Hampshire,.....	83,189 81	....	....	....	....	....	1,980 13
North Carolina,.....	1,622 51	....	....	16,425 98	\$7,454 31	....	107,070 10
Oregon,.....	247 64	....	....	2,417 21	....	\$16,797 96	363,781 50
South Carolina,.....	....	....	....	121 02	528 04	....	896 70
Tennessee,.....	....	....	....	154 87	....	....	154 87
Utah,.....	337 33	....	....	16,927 03	....	....	17,493 84
Virginia,.....	2,163 88	....	....	....	....	....	2,163 88
Washington Territory,.....	....	....	....	....	....	....	2,944 78
Wyoming,.....	5,848 37	....	92 30	4,270 42	....	....	10,211 09
Refined gold,.....	17,758 74	12,782,200 91	....	....	....	....	12,782,200 91
Parted from silver,.....	....	191,942 98	....	371,755 33	....	....	389,514 07
Contained in silver,.....	17,658 65	....	....	....	....	....	191,942 98
Other sources,.....	....	....	....	....	230 00	....	17,888 65
Total gold,.....	\$220,711 02	\$21,838,807 06	\$962,803 82	\$4,380,245 07	\$8,212 35	\$112,466 54	\$29,736,387 82
SILVER.							
California,.....	....	....	....	....	....	....	\$44,345 89
Colorado,.....	\$44,971 61	....	\$26,969 27	1,319,915 44	....	....	1,391,856 32
Idaho,.....	....	\$11,568 57	....	3,963 40	....	\$1,791 52	17,323 49
Montana,.....	....	....	....	16,898 10	....	....	16,898 10
Nebraska,.....	....	....	....	50,455 37	....	....	50,455 37
Nevada,.....	18 12	....	....	1,073,237 65	....	....	4,230,765 36
New-Mexico,.....	5,091 83	282,392 77	....	72,788 87	....	....	77,880 70
North Carolina,.....	....	....	....	....	....	....	46 67
Utah,.....	831 73	20,980 00	....	1,743,126 13	\$46 67	....	1,764,937 86
Lake Superior,.....	741 96	....	....	353,024 23	....	....	353,766 19
Refined silver,.....	....	....	....	....	....	....	2,468,928 66
Contained in gold,.....	....	2,468,928 66	....	....	....	....	64,570 55
Parted from gold,.....	10,249 61	64,570 55	....	77,440 07	....	....	87,689 68
Other sources,.....	253,193 32	....	....	....	....	....	253,193 32
Total silver,.....	\$315,098 18	\$2,848,440 55	\$26,969 27	\$4,755,195 15	\$46 67	\$1,791 52	\$10,822,658 16
Total gold and silver,.....	\$535,809 20	\$24,687,247 61	\$989,773 09	\$9,135,540 22	\$8,259 02	\$114,258 06	\$40,559,045 98

GOLD AND SILVER OF DOMESTIC PRODUCTION.—(*Continued.*)

Statement of Gold and Silver of Domestic Production deposited at the Mints and Assay Offices of the United States, from their organization to the close of the fiscal year ending June 30, 1874.

LOCALITY.	Gold.		Silver.		Total.
Alabama,,.....	\$212,087 12	..	...	..	\$212,087 12
Arizona,,.....	1,117,537 92	..	\$41,049 94	..	1,158,587 86
Alaska,,.....	397 64	..	....	..	397 64
California,,.....	648,411,230 56	..	264,400 52	..	648,675,631 08
Colorado,,.....	21,741,203 66	..	2,939,946 83	..	24,681,150 49
Dakota,,.....	5,760 00	..	....	..	5,760 00
Georgia,,.....	7,298,746 92	..	403 83	..	7,299,150 75
Idaho,,.....	19,417,494 53	..	317,725 23	..	19,735,219 76
Kansas,,.....	955,867 44	..	468 00	..	956,335 44
Lake Superior,,.....	....	..	1,875,933 19	..	1,875,933 19
Maryland,,.....	402 12	..	....	..	402 12
Montana,,.....	36,640,618 66	..	304,361 51	..	36,944,930 17
Nebraska,,.....	27,382 72	..	741,912 35	..	769,295 07
New-Mexico,,.....	1,004,755 72	..	239,574 49	..	1,244,330 21
Nevada,,.....	3,551,751 63	..	13,492,414 79	..	17,044,166 42
New-Hampshire,,.....	2,301 02	..	....	..	2,301 02
North Carolina,,.....	10,090,655 98	..	44,628 63	..	10,135,284 61
Oregon,,.....	12,314,071 10	..	1,890 10	..	12,315,961 20
South Carolina,,.....	1,379,077 47	..	....	..	1,379,077 47
Tennessee,,.....	79,173 56	..	....	..	79,173 56
Utah,,.....	216,321 75	..	2,974,141 26	..	3,190,463 01
Vermont,,.....	8,904 97	..	....	..	8,904 97
Virginia,,.....	1,633,776 66	..	....	..	1,633,776 66
Washington Territory,,.....	74,607 19	..	....	..	74,607 19
Wyoming,,.....	163,857 22	..	6,756 75	..	170,613 97
Refined gold,,.....	89,068,113 21	..	....	..	89,068,113 21
Parted from silver,,.....	5,653,738 85	..	...	..	5,653,738 85
Contained in silver,,.....	303,679 56	..	....	..	303,679 56
Refined silver,,.....	....	..	13,643,803 51	..	13,643,803 51
Parted from gold,,.....	....	..	5,954,446 02	..	5,954,446 02
Contained in gold,,.....	....	..	233,148 76	..	233,148 76
Other sources,,.....	9,892,001 87	..	304,413 69	..	10,196,415 56
Total,,.....	\$871,265,517 05	..	\$43,381,419 40	..	\$914,646,936 45

OPERATIONS OF THE UNITED STATES ASSAY OFFICE, NEW-YORK.

Statement exhibiting quarterly the amount of Bullion deposits, the amount of Silver parted from Gold, and the amount of fine Silver and fine Gold Bars manufactured at the United States Assay Office in New-York, from the year 1866 to the year ending December 31, 1874. (Official.)

		BULLION DEPOSITS.		Silver parted from Gold.	Fine Silver Bars manu- factured.	Fine Gold Bars manu- factured.
		Gold.	Silver.			
1866.	1st quarter,.....	\$2,676,657	\$150,754	\$27,035	\$78,987	\$2,076,140
"	2d ".....	2,441,673	122,608	24,132	93,202	2,738,564
"	3d ".....	4,946,751	158,970	43,766	84,096	3,416,819
"	4th ".....	4,321,608	86,631	44,402	151,948	5,599,944
Total, 1866,.....		\$14,386,689	\$518,963	\$139,335	\$408,233	\$13,831,467
1867.	1st quarter,.....	\$1,610,382	\$125,392	\$16,898	\$64,870	\$1,273,104
"	2d ".....	906,886	134,479	9,810	124,241	910,875
"	3d ".....	1,838,111	101,665	16,881	82,214	1,466,364
"	4th ".....	1,712,448	115,725	19,861	168,716	1,988,992
Total, 1867,.....		\$6,067,827	\$477,261	\$63,450	\$440,041	\$5,639,335
1868.	1st quarter,.....	\$1,014,216	\$134,562	\$13,050	\$96,155	\$1,025,552
"	2d ".....	2,527,577	180,455	17,987	102,420	1,086,175
"	3d ".....	3,674,123	154,057	37,728	187,570	3,205,003
"	4th ".....	2,051,526	218,412	24,102	216,369	2,858,993
Total, 1868,.....		\$8,267,442	\$687,486	\$92,867	\$602,514	\$8,175,723
1869.	1st quarter,.....	\$1,317,619	\$157,831	\$18,030	\$52,375	\$873,807
"	2d ".....	2,221,900	193,552	26,052	185,787	2,284,112
"	3d ".....	2,902,350	335,223	31,652	119,603	1,728,323
"	4th ".....	1,708,444	430,732	22,313	243,053	2,669,233
Total, 1869,.....		\$8,150,313	\$1,122,338	\$98,047	\$600,823	\$7,555,475
1870.	1st quarter,.....	\$1,207,257	\$346,546	\$14,817	\$185,453	\$1,188,142
"	2d ".....	1,039,841	236,811	14,764	159,286	1,070,570
"	3d ".....	1,678,655	254,088	18,067	222,413	1,423,939
"	4th ".....	1,933,527	618,525	23,895	350,230	1,890,463
Total, 1870,.....		\$5,659,280	\$1,455,970	\$71,543	\$917,382	\$5,573,119
1871.	1st quarter,.....	\$1,195,661	\$560,708	\$15,695	\$303,535	\$744,267
"	2d ".....	1,537,496	634,516	17,215	383,674	1,402,790
"	3d ".....	2,183,129	782,503	24,223	692,708	2,205,928
"	4th ".....	2,048,720	845,264	22,282	785,262	2,417,043
Total, 1871,.....		\$6,965,006	\$2,822,991	\$79,415	\$2,165,179	\$6,770,028
1872.	1st quarter,.....	\$1,522,703	\$455,345	\$17,040	\$322,521	\$1,167,631
"	2d ".....	1,547,793	679,837	17,607	467,450	1,320,252
"	3d ".....	2,766,716	988,003	29,431	673,822	2,357,154
"	4th ".....	1,947,930	1,594,662	21,240	742,787	2,473,682
Total, 1872,.....		\$7,785,142	\$3,717,847	\$85,318	\$2,206,580	\$7,318,719
1873.	1st quarter,.....	\$1,160,727	\$1,537,317	\$11,703	\$336,287	\$842,409
"	2d ".....	11,770,319	860,415	16,745	782,827	1,735,185
"	3d ".....	2,574,566	1,250,386	27,137	1,170,558	11,626,892
"	4th ".....	13,277,305	2,266,206	22,514	605,956	6,931,671
Total, 1873,.....		\$28,782,917	\$5,914,324	\$78,104	\$3,395,628	\$21,136,157

		BULLION DEPOSITS.		Silver parted from Gold.	Fine Silver Bars manu- factured.	Fine Gold Bars manu- factured.
		Gold.	Silver.			
1874.	1st quarter,.....	\$1,336,083	\$1,474,953	\$13,014	\$1,168,660	\$1,177,023
"	2d ".....	1,424,179	1,219,771	14,775	1,000,298	1,070,211
"	3d ".....	2,196,321	1,252,034	23,085	961,521	1,160,460
"	4th, ".....	1,752,066	1,760,532	19,094	1,739,687	1,524,466
Total, 1874,.....		\$6,708,649	\$5,707,295	\$69,968	\$4,870,166	\$4,932,160

Recapitulation from the organization of the Assay Office, October 10, 1854, to December 31, 1874, a period of twenty years and three months.

		BULLION DEPOSITS.		Silver parted from Gold.	Fine Silver Bars manu- factured.	Fine Gold Bars manu- factured.
		Gold.	Silver.			
1854,.....		\$9,260,893	\$76,306	\$67,560	\$2,051	\$2,888,059
1855,.....		26,688,359	350,146	195,241	118,562	20,441,814
1856,.....		17,803,692	458,725	134,616	466,438	19,396,046
1857,.....		21,760,237	2,015,405	167,308	180,218	21,691,112
1858,.....		19,301,911	2,275,980	167,422	232,161	19,125,484
1859,.....		4,441,539	569,816	48,160	277,558	4,580,732
1860,.....		16,942,272	536,163	107,309	253,741	11,276,419
1861,.....		63,060,187	2,414,354	259,234	389,181	27,698,695
1862,.....		2,548,362	290,999	32,462	191,687	3,010,857
1863,.....		1,449,722	262,293	22,782	161,689	1,415,345
1864,.....		3,041,031	227,560	40,387	132,101	2,779,961
1865,.....		7,042,449	408,103	73,737	337,312	7,065,551
1866,.....		14,386,689	518,963	139,335	408,233	13,831,467
1867,.....		6 067,827	477,261	63,450	440,041	5,639,335
1868,.....		8,267,442	687,486	92,867	602,514	8,175,723
1869,.....		8,150,313	1,122,338	98,047	600,823	7,555,475
1870,.....		5,659,280	1,455,970	71,543	917,382	5,573,119
1871,.....		6,965,006	2,822,991	79,415	2,165,179	6,770,028
1872,.....		7,785,142	3,717,847	85,318	2,206,580	7,318,719
1873,.....		28,782,917	5,914,324	78,104	3,395,628	21,136,157
1874,.....		6,708,649	5,707,295	69,968	4,870,166	4,932,160
Total,.....		\$286,113,919	\$32,310,330	\$2,094,265	\$18,349,245	\$222,302, 258

Bullion transmitted from the Assay Office in New-York to the United States Mint, Philadelphia, for Coinage, from October 10th, 1854, to December 31, 1874.

		Gold.	Silver.			Gold.	Silver.
4th quarter, 1854,		\$5,142,202	\$41,417	Year,.....	1866,	\$10,758,453	\$335,141
Year,.....	1855,	7,722,477	71,588		1867,	3,038,773	158,987
	1856,	5,797,652	412,416		1868,	476,903	310,766
	1857,	9,307,929	1,887,548		1869,	1,229,443	787,219
	1858,	3,304,179	2,186,141		1870,	2,143,495	721,348
	1859,	395,610	426,374		1871,	2,011,034	1,814,922
	1860,	11,854,834	278,197		1872,	885,320	1,561,210
	1861,	62,480,503	2,663,046		1873,	8,200,636	2,889,465
	1862,	1,344,476	245,977		1874,	3,083,381	1,999,757
	1863,	608,311	154,006	Total,.....		\$145,700,196	\$19,271,990
	1864,	1,398,941	120,650				
	1865,	4,515,634	205,815				

Cost of Transportation : for Gold,..... @ \$1 00 per M. \$145,700
" " " Silver,..... @ 1 50 " 23,906

OPERATIONS OF THE NEW-YORK CLEARING HOUSE.

Prepared by Mr. WILLIAM A. CAMP, *Manager*.

THE New-York Clearing House has been in operation twenty-one and a quarter years. Its aggregate transactions during that period, ending December 31, 1874, amount to \$418,695,789,881 12.

It was organized on the 11th of October, 1853, and at the present time consists of fifty-nine banks.

The aggregate yearly transactions since its organization to January 1st, 1875, are as follows :

CLEARING HOUSE TRANSACTIONS FROM OCTOBER 11TH, 1853, TO JANUARY 1ST, 1875.

EXCHANGES.

October 11, 1853, to October 1st, 1854,.....	\$5,750,455,987 06
October 1st, 1854, " 1855,.....	5,362,912,098 38
" 1855, " 1856,.....	6,906,213,328 47
" 1856, " 1857,.....	8,333,226,718 06
" 1857, " 1858,.....	4,756,664,386 09
" 1858, " 1859,.....	6,448,005,956 01
" 1859, " 1860,.....	7,231,143,056 69
" 1860, " 1861,.....	5,915,742,758 05
" 1861, " 1862,.....	6,871,443,591 20
" 1862, " 1863,.....	14,867,597,848 60
" 1863, " 1864,.....	24,097,196,655 92
" 1864, " 1865,....	26,032,384,341 89
" 1865, " 1866,.....	28,717,146,914 09
" 1866, " 1867,.....	28,675,159,472 20
" 1867, " 1868,.....	28,484,288,636 92
" 1868, " 1869,.....	37,407,028,986 55
" 1869, " 1870,.....	27,804,539,405 75
" 1870, " 1871,.....	29,300,986,682 21
" 1871, " 1872,.....	32,636,997,403 83
" 1872, " 1873,.....	33,972,773,942 97
" 1873, " 1874,.....	20,850,681,962 82
" 1874, to January 1st, 1875,.....	6,033,443,296 57
Total exchanges,.....	\$396,456,033,430 33

BALANCES.

October 11, 1853, to October 1st, 1854,.....	\$297,411,493 69
October 1st, 1854, " 1855,.....	289,694,137 14
" 1855, " 1856,.....	334,714,489 33
" 1856, " 1857,.....	365,313,901 69
" 1857, " 1858,.....	314,238,910 60
" 1858, " 1859,.....	363,984,682 56
" 1859, " 1860,.....	380,693,438 37
" 1860, " 1861,.....	353,383,944 41
" 1861, " 1862,.....	415,530,331 46
" 1862, " 1863,.....	677,626,482 61
" 1863, " 1864,.....	885,719,204 93
" 1864, " 1865,.....	1,035,765,107 68
" 1865, " 1866,.....	1,066,135,106 35
" 1866, " 1867,.....	1,144,963,451 15

October 1st, 1867, to October 1st, 1868,.....	\$1,125,455,236 68
“ 1868, “ 1869,.....	1,120,318,307 87
“ 1869, “ 1870,.....	1,036,484,821 79
“ 1870, “ 1871,.....	1,209,721,029 47
“ 1871, “ 1872,.....	1,213,293,827 24
“ 1872, “ 1873,.....	1,152,372,108 25
“ 1873, “ 1874,.....	971,231,280 73
“ 1874, to January 1st, 1875,.....	271,515,956 49
Total balances,.....	\$16,025,567,250 49

The average currency exchanges per day during the years 1870, 1871, 1872, 1873 and 1874 were as follows:

Ending October 1st, 1870,.....	\$90,274,478 59
“ “ 1871,.....	95,133,073 64
“ “ 1872,.....	105,964,277 29
“ “ 1873,.....	111,022,137 07
“ “ 1874,.....	68,139,483 54

And the average currency balances per day:

Ending October 1st, 1870,.....	\$3,365,210 46
“ “ 1871,.....	3,927,665 68
“ “ 1872,.....	3,939,265 67
“ “ 1873,.....	3,765,921 72
“ “ 1874,.....	3,173,958 43

Statement showing the Clearing House Transactions for each month, from January 1st to December 31st, 1874, with the Loans, Specie, Legal Tenders and Liabilities of the Associated Banks, and the Per Centage of Specie and Legal Tenders to net Liabilities.

1874.	Exchanges.	Balances.
January,.....	\$2,061,797,663 11	\$91,481,016 64
February,.....	1,672,167,194 43	77,853,882 19
March,.....	1,927,824,880 58	79,069,241 29
April,.....	2,035,305,363 59	83,514,556 55
May,.....	1,834,932,206 14	83,642,341 30
June,.....	1,807,136,228 36	87,638,911 77
July,.....	1,700,588,494 02	87,892,835 65
August,.....	1,401,694,778 00	78,652,606 78
September,.....	1,748,322,539 09	83,448,591 85
October,.....	2,072,521,390 36	94,805,159 08
November,.....	1,900,475,469 45	83,716,212 76
December,.....	2,060,446,426 76	92,624,584 65

1874.	Loans.	Specie.
January,.....	\$269,995,800	\$33,342,100
February,.....	282,555,700	26,488,300
March,.....	286,177,500	25,439,300
April,.....	288,423,500	23,336,400
May,.....	280,558,100	25,517,400
June,.....	281,791,500	19,714,300
July,.....	284,168,100	26,646,700
August,.....	278,319,800	18,638,100
September,.....	279,539,400	18,919,900
October,.....	281,958,700	12,021,100
November,.....	282,275,800	17,329,300
December,.....	283,665,300	13,397,100

1874.	Legal Tenders.	Net Deposits and Circulation.	Per Centage of Specie to Net Liabilities.	Per Centage of Legal Tenders to Net Liabilities.
January,.....	\$58,877,700	.. \$260,018,600	.. 12.82	.. 22.64
February,....	61,915,000	.. 266,639,400	.. 9.93	.. 23.22
March,.....	60,585,100	.. 266,457,300	.. 9.55	.. 22.74
April,.....	54,739,600	.. 261,388,300	.. 8.93	.. 20.94
May,.....	61,456,700	.. 259,131,800	.. 9.85	.. 23.72
June,.....	62,923,200	.. 259,440,500	.. 7.60	.. 24.25
July,.....	63,714,800	.. 270,080,900	.. 9.87	.. 23.59
August,.....	67,282,600	.. 260,803,400	.. 7.15	.. 25.80
September,...	65,700,400	.. 262,086,600	.. 7.22	.. 25.07
October,.....	59,621,600	.. 250,910,200	.. 4.79	.. 23.76
November,...	53,301,900	.. 247,651,400	.. 7.00	.. 21.52
December,...	47,163,400	.. 238,499,700	.. 5.62	.. 19.78

In March, 1872, a Gold Exchange was introduced into the Clearing House transactions. Annexed is a statement of the amount of the exchanges and balances for each month for the years 1873 and 1874:

1873.	Gold Exchanges.	Gold Balances.
January,.....	\$148,171,694 26	\$31,175,544 94
February,.....	116,071,382 03	22,237,333 35
March,.....	111,997,616 04	26,093,517 47
April,.....	92,105,662 63	23,003,083 32
May,.....	106,632,607 02	23,228,126 60
June,.....	149,419,152 76	34,400,128 35
July,.....	182,784,150 91	31,946,270 48
August,.....	149,558,318 38	26,142,692 52
September,.....	103,454,050 43	22,432,259 86
October,.....	78,270,349 97	17,367,472 97
November,.....	102,243,757 60	21,430,916 99
December,.....	174,757,675 84	27,815,849 60

1874.	Gold Exchanges.	Gold Balances.
January,.....	\$222,070,716 25	\$35,379,399 21
February,.....	170,159,583 50	28,108,757 22
March,.....	186,707,646 13	27,618,550 27
April,.....	174,427,208 65	24,874,066 85
May,.....	178,569,003 98	25,618,650 10
June,.....	183,916,719 55	25,939,951 43
July,.....	203,568,013 45	30,423,773 09
August,.....	156,613,430 84	24,398,432 66
September,.....	173,941,567 68	26,546,075 00
October,.....	199,343,832 06	28,612,322 62
November,.....	179,807,602 37	27,764,495 39
December,.....	197,706,923 43	27,110,611 42

Average gold exchanges per day from March 1st, 1872, to January 1st, 1873, \$5,951,381 45; from January 1st, 1873, to January 1st, 1874, \$4,952,504 63; from January 1st, 1874, to January 1st, 1875, \$7,277,229 57.

Average gold balances from March 1st, 1872, to January 1st, 1873, \$1,150,255 19; from January 1st, 1873, to January 1st, 1874, \$1,004,160 77; from January 1st, 1874, to January 1st, 1875, \$1,086,258 45.

The annexed Table exhibits the condition of the Banks of the City of New-York, as shown by their quarterly statements, during the years 1872, 1873 and 1874.

LIABILITIES.

	Date.	Capital.	Net Profits.	Circulation.	Due Banks.	Deposits.	Sundries.	Total.
1872.	March 23,.....	\$87,163,500	\$33,569,900	\$29,175,800	\$83,995,400	\$151,338,600	\$348,700	\$385,591,900
"	June 10,.....	87,315,700	36,361,300	28,527,900	81,802,300	169,823,200	302,900	414,133,300
"	October 5,.....	88,019,300	36,404,100	28,311,600	70,337,400	145,460,100	410,100	368,942,600
"	December 27,.....	88,204,200	37,430,300	28,140,700	80,923,500	145,096,200	246,500	380,056,800
1873.	March 5,.....	88,142,500	35,913,400	28,154,900	86,883,100	140,430,300	314,100	379,878,300
"	June 15,.....	88,051,800	38,867,100	27,912,600	89,385,600	160,644,400	249,300	405,110,800
"	September 13,.....	87,501,300	38,034,800	27,666,400	86,970,700	143,057,500	327,600	383,558,300
"	December 26,.....	87,489,000	38,866,000	27,674,700	75,647,100	148,470,500	408,900	378,556,200
1874.	March 1,.....	86,004,400	38,156,600	27,246,000	98,764,300	164,695,800	277,400	415,144,500
"	June 26,.....	85,285,200	40,787,000	26,336,200	102,840,100	163,001,100	556,200	418,805,800
"	October 2,.....	85,122,100	38,611,500	25,500,300	92,257,600	169,738,200	361,300	411,591,000
"	December 31,.....	85,166,100	39,117,800	24,977,300	89,566,500	165,918,700	1,753,700	406,500,100

RESOURCES.

	Date.	Loans and Discounts.	Stocks.	Real Estate.	Due from Banks.	Cash Items and Bank Notes.	Specie.	Legal Tenders.	Sundries.
1872.	March 23,.....	\$234,770,300	\$52,618,800	\$9,371,300	\$18,584,900	\$1,432,000	\$18,913,300	\$46,744,600	\$156,700
"	June 10,.....	245,405,400	51,500,600	9,405,700	20,976,900	5,512,200	22,328,200	58,868,800	135,500
"	October 5,.....	231,931,200	46,636,500	9,453,000	20,351,800	6,441,300	7,609,800	46,276,000	243,000
"	December 27,.....	237,322,000	45,546,300	9,806,600	22,888,900	6,436,100	15,404,300	42,469,700	182,900
1873.	March 5,.....	244,636,000	44,830,600	9,952,000	18,038,700	3,398,300	16,514,700	42,342,700	165,300
"	June 15,.....	244,758,900	44,886,300	10,249,100	22,665,000	6,275,600	26,401,600	49,545,700	228,600
"	September 13,.....	247,391,300	44,840,600	9,988,000	21,741,300	4,458,800	17,478,200	37,165,300	494,800
"	December 26,.....	226,324,500	45,352,600	10,117,400	19,927,700	6,110,600	22,868,800	46,601,000	253,600
1874.	March 1,.....	249,669,800	48,181,800	10,099,700	15,280,200	5,788,600	27,708,100	58,249,900	163,400
"	June 26,.....	247,318,900	47,950,600	10,099,700	21,592,300	8,081,100	17,399,600	66,154,300	209,300
"	October 2,.....	246,050,700	49,472,700	10,342,900	17,609,400	4,639,200	16,213,500	67,051,600	211,000
"	December 31,.....	248,725,600	50,490,400	10,709,700	21,473,100	6,022,700	17,998,800	50,867,400	212,400

THE NATIONAL BANKS IN THE CITY AND STATE OF NEW-YORK.

THE following statement exhibits the condition of the National Banks in the City and State of New-York at the dates mentioned, during the year 1874, as shown by their Reports to the Comptroller of the Currency. Prepared under the direction of Hon. JOHN JAY KNOX, Comptroller:

CITY OF NEW-YORK, (ONLY.)

RESOURCES.

	May 1, 1874. 48 Banks.	June 26, 1874. 48 Banks.	Oct. 2, 1874. 48 Banks.	Dec. 31, 1874. 48 Banks.
Loans and Discounts,.....	\$206,054,287 88	\$202,704,857 01	\$202,203,170 43	\$202,658,741 32
Bonds for Circulation,.....	33,823,100 00	33,823,100 00	30,899,100 00	30,899,100 00
Bonds for Deposits,.....	650,000 00	650,000 00	650,000 00	650,000 00
U. S. Bonds on hand,.....	4,813,750 00	5,120,900 00	7,635,750 00	8,516,200 00
Other Stocks and Bonds,	5,148,259 18	6,365,625 68	7,089,933 85	7,111,669 80
Due from National Banks,.....	11,964,530 78	14,735,861 03	11,951,903 12	16,066,199 53
Due from State Banks,.....	2,473,247 32	2,183,201 20	2,006,413 93	1,789,263 68
Real Estate, &c.,.....	8,498,426 37	8,485,510 42	8,734,927 27	9,048,931 35
Current expenses,.....	1,130,901 87	1,471,171 53	1,983,801 23	623,955 39
Premiums paid,.....	1,608,936 61	1,301,144 07	1,437,169 74	1,564,512 53
Cash items,....	2,278,295 22	1,806,994 07	2,230,570 35	2,807,459 09
Clearing House Exchanges,.....	72,649,937 42	48,329,861 45	76,860,064 47	91,554,125 13
National Bank Notes,.....	3,362,322 00	4,181,161 00	2,193,365 00	3,121,662 00
Fractional Currency,.....	274,284 16	322,518 23	263,421 88	278,387 05
Specie,.....	24,984,942 10	15,514,185 00	14,406,266 56	15,854,155 42
Legal Tender Notes,....	20,199,021 00	23,994,365 00	20,874,595 00	20,894,399 00
U. S. Certificates of Deposit,....	26,130,000 00	32,240,000 00	31,555,000 00	22,490,000 00
Five per Cent. Redemption Fund,	....	80,000 00	1,758,461 00	1,831,941 00
Total,.....	\$426,044,241 91	\$403,310,455 69	\$424,733,913 83	\$437,760,702 29

LIABILITIES.

Capital Stock,.....	\$68,500,000 00	\$68,500,000 00	\$68,500,000 00	\$68,500,000 00
Surplus Fund,.....	22,438,473 09	22,534,493 54	22,653,881 36	22,730,893 67
Undivided Profits,.....	12,260,639 53	13,735,048 91	12,042,088 34	10,746,621 30
National Bank Circulation,.....	27,211,105 00	26,182,183 00	25,291,781 00	24,846,251 00
State Bank Circulation,.....	115,706 00	115,610 00	115,501 00	93,582 00
Dividends unpaid,.....	622,481 83	123,312 83	246,681 99	1,691,341 89
Individual Deposits,.....	193,088,433 71	171,542,578 39	201,323,282 33	214,511,075 37
U. S. Deposits,.....	473,365 29	488,559 36	422,808 60	612,206 47
Deposits U. S. Disbursing Officers	16,684 80	20,098 90	25,787 96	30,674 26
Due to National Banks,	75,526,263 82	75,477,484 97	68,189,354 76	65,898,750 15
Due to State Banks,....	24,991,493 84	23,978 719 17	25,230,752 90	26,599,306 18
Bills Payable,.....	799,595 00	612,366 62	691,993 59	1,500,000 00
Total,.....	\$426,044,241 91	\$403,310,455 69	\$424,733,913 83	\$437,760,702 29

NATIONAL BANKS IN THE STATE OF NEW-YORK, (EXCLUSIVE OF THE CITY OF NEW-YORK.)

RESOURCES.

	<i>May 1, 1874.</i> 228 Banks.	<i>June 26, 1874.</i> 228 Banks.	<i>Oct. 2, 1874.</i> 228 Banks.	<i>Dec. 31, 1874.</i> 228 Banks.
Loans and Discounts,.....	\$75,330,526 54	\$75,943,067 44	\$77,097,185 72	\$78,800,528 39
Bonds for Circulation,.....	34,338,750 00	34,186,250 00	33,631,250 00	33,515,250 00
Bonds for Deposits,.....	1,345,500 00	1,345,500 00	1,395,000 00	1,345,500 00
U. S. Bonds on hand,.....	778,950 00	755,400 00	1,158,850 00	1,131,900 00
Other Stocks and Bonds,	3,488,261 93	3,431,247 55	3,124,051 32	3,234,145 51
Due from Reserve Agents,.....	11,723,247 45	12,821,396 52	12,519,643 92	10,727,781 77
Due from National Banks,.....	3,272,811 96	3,743,784 82	3,980,108 75	2,793,569 37
Due from State Banks,.....	676,742 61	729,815 22	807,418 58	717,026 94
Real Estate, &c.,.....	2,459,298 53	2,697,627 89	2,768,597 95	2,794,670 47
Current expenses,.....	669,546 03	726,489 83	434,661 16	449,847 89
Premiums paid,.....	292,768 36	350,457 41	412,513 16	402,831 51
Cash items,.....	2,375,238 97	1,483,971 96	1,456,859 41	2,118,882 22
Clearing House Exchanges,.....	29,044 77	156,970 97	234,834 82	208,447 65
National Bank Notes,.....	981,181 00	1,178,513 00	1,085,513 00	1,041,344 00
Fractional Currency,.....	204,650 41	195,620 18	212,840 65	237,538 99
Specie,	212,934 23	204,485 67	265,154 39	263,967 40
Legal Tender Notes,.....	5,848,627 00	5,762,144 00	4,326,394 00	4,205,556 00
U. S. Certificates of Deposit,.....	1,275,000 00	1,420,000 00	1,245,000 00	1,060,000 00
Five per Cent. Redemption Fund,	....	4,500 00	1,838,454 40	1,818,356 27
Total,	\$145,293,079 79	\$147,140,242 46	\$148,004,331 23	\$146,867,144 38

LIABILITIES.

Capital Stock,.....	\$37,900,391 00	\$37,755,141 00	\$37,554,691 00	\$37,504,691 00
Surplus Fund,.....	9,416,649 63	9,371,486 86	9,524,936 50	9,622,230 80
Undivided Profits,.....	6,100,476 90	6,698,011 65	5,655,875 02	5,935,005 77
National Bank Circulation,	30,126,437 00	29,941,990 00	29,585,159 00	29,190,346 00
State Bank Circulation,	220,749 00	192,338 00	174,198 00	139,049 00
Dividends unpaid,	100,745 03	78,922 35	120,959 64	313,743 81
Individual Deposits,.....	53,240,290 66	53,081,633 32	57,027,191 20	54,667,867 14
U. S. Deposits,.....	706,228 19	614,929 83	634,451 13	626,394 59
Deposits U. S. Disbursing Officers	170,980 09	178,681 68	405,997 42	144,469 73
Due to National Banks,.....	4,616,376 47	6,013,606 91	4,131,765 13	5,665,684 48
Due to State Banks,.....	1,471,772 31	1,640,340 93	1,836,411 55	1,820,127 41
Notes Re-discounted,.....	573,657 47	793,038 99	623,430 80	547,205 97
Bills Payable,.....	648,325 99	780,120 94	729,264 84	680,328 68
Total,	\$145,293,079 79	\$147,140,242 46	\$148,004,331 23	\$146,867,144 38

THE NATIONAL BANKS OF THE UNITED STATES.

STATEMENT exhibiting the condition of the National Banks of the United States at the dates mentioned, during the year 1874, as shown by their reports to the Comptroller of the Currency :

RESOURCES.

	May 1, 1874. 1,978 Banks.	June 26, 1874. 1,933 Banks.	Oct. 2, 1874. 2,004 Banks.	Dec. 31, 1874. 2,027 Banks.
Loans and Discounts,	\$923,347,030 79	\$926,195,071 70	\$954,394,791 59	\$955,862,580 51
Bonds for Circulation,	389,249,100 00	390,281,700 00	383,254,800 00	332,976,200 00
Bonds for Deposits,	14,890,200 00	14,890,200 00	14,691,700 00	14,714,000 00
U. S. Bonds on hand,	10,152,000 00	10,456,900 00	13,313,550 00	15,290,300 00
Other Stocks and Bonds, ..	25,460,460 20	27,010,727 48	27,807,826 92	23,313,473 12
Due from Reserve Agents,	94,017,603 31	97,871,517 06	83,385,126 94	80,488,831 45
Due from National Banks,	41,291,015 24	45,770,715 59	39,695,309 47	48,100,842 62
Due from State Banks,	12,374,391 28	12,469,592 33	11,196,611 73	11,655,573 07
Real Estate, &c.,	36,708,066 39	37,270,876 51	38,112,926 52	39,190,683 04
Current expenses,	7,547,203 05	7,550,125 20	7,658,738 82	5,510,566 47
Premiums paid,	8,680,370 84	8,563,262 27	8,376,659 07	8,626,112 16
Cash items,	11,948,598 31	10,496,257 00	12,296,416 77	14,005,517 33
Clearing House Exchanges	94,878,218 92	63,896,271 31	97,383,687 11	112,995,317 55
National Bank Notes,	20,673,452 00	23,527,991 00	18,450,013 00	22,532,336 00
Fractional Currency,	2,187,186 69	2,233,898 92	2,221,943 12	2,392,668 74
Specie,	32,569,969 26	22,326,207 27	21,240,945 23	22,436,761 04
Legal Tender Notes,	101,692,930 00	103,108,350 00	80,021,946 00	82,604,791 00
U. S. Certificates of De- posit,	40,135,000 00	47,780,000 00	42,825,000 00	33,670,000 00
Five per Cent. Redemption Fund, .....	....	91,250 00	20,349,950 15	21,043,084 36
Total,	\$1,867,802,796 28	\$1,851,840,913 64	\$1,877,180,942 44	\$1,902,409,638 46

LIABILITIES.

Capital Stock,	\$490,077,101 00	\$491,003,711 00	\$493,765,121 00	\$495,802,481 00
Surplus Fund,	125,561,081 23	126,239,308 41	128,958,106 84	130,485,641 37
Undivided Profits,	54,331,713 13	58,332,965 71	51,484,437 32	51,477,629 33
National Bank Circulation,	340,267,649 00	338,538,743 00	333,225,298 00	331,193,159 00
State Bank Circulation, ...	1,049,286 00	1,009,021 00	964,567 00	850,775 00
Dividends unpaid,	2,259,129 91	1,242,474 81	3,516,276 99	6,088,845 01
Individual Deposits,	649,286,298 95	622,863,154 44	669,068,995 83	682,856,249 45
U. S. Deposits,	7,994,422 27	7,322,830 85	7,302,153 58	7,492,307 78
Deposits U. S. Disbursing Officers,	3,297,689 24	3,238,639 20	3,927,828 27	3,579,722 94
Due to National Banks, ...	135,640,418 24	143,033,822 25	125,102,049 93	129,188,671 42
Due to State Banks,	48,683,924 34	50,227,426 18	50,718,007 87	51,629,602 36
Notes Re-discounted,	4,581,420 38	4,436,256 22	4,197,372 25	6,365,652 97
Bills payable,	4,772,662 59	4,352,560 57	4,950,727 51	5,398,900 83
Total,	\$1,867,802,796 28	\$1,851,840,913 64	\$1,877,180,942 44	\$1,902,409,638 46

THE BANKS OF THE CITY AND STATE OF NEW-YORK,

INCORPORATED UNDER THE BANKING LAWS OF THE STATE.

THE following statement exhibits the condition of the banks incorporated under the banking laws of the State of New-York on the morning of Saturday, the 26th of December, 1874. Compiled from the Official Report of Hon. D. C. ELLIS, Superintendent of the Bank Department :

CITY OF NEW-YORK, (ONLY.)

RESOURCES.

	<i>No. of Banks, 26.</i>
Loans and Discounts, less due from Directors and Brokers,.....	\$43,305,720
Overdrafts,.....	22,639
Due from Banks,.....	3,617,953
Due from Directors,.....	1,392,694
Due from Brokers,.....	1,792,303
Real Estate,.....	1,602,211
Specie,.....	2,145,329
Cash items,.....	10,885,805
Stocks, Promissory Notes and U. S. Indebtedness Certificates,.....	1,270,901
Bonds and Mortgages,.....	146,815
Bills of Solvent Banks and U. S. Demand and Legal Tender Notes,	5,242,778
Loss and Expense Account,.....	599,467
Assets, not included under either of the above heads,.....	93,456
Add for Cents,.....	77
Total Resources,.....	<hr/> \$72,118,148

LIABILITIES.

Capital,.....	\$16,685,200
Notes in Circulation,.....	37,921
Profits,.....	6,870,701
Due Banks,.....	5,052,742
Due Individuals and Corporations other than Banks and Depositors,	344,955
Due Treasurer of the State of New-York,.....	95,925
Due Depositors on demand,.....	42,897,908
Amount due, not included in either of the above heads,.....	132,769
Add for Cents,.....	27
Total Liabilities,.....	<hr/> \$72,118,148

STATE BANKS.—(CONTINUED.)

BANKS OF THE CITY AND STATE OF NEW-YORK (BOTH INCLUSIVE.)

RESOURCES.

	<i>No. of Banks, \$2.</i>
Loans and Discounts, less due from Directors and Brokers,.....	\$69,591,657
Overdrafts,.....	142,284
Due from Banks,.....	7,113,802
Due from Directors,.....	2,213,354
Due from Brokers,.....	2,464,109
Real Estate,.....	2,160,197
Specie,.....	2,172,779
Cash items,.....	11,500,207
Stocks, Promissory Notes and U. S. Indebtedness Certificates,.....	2,904,746
Bonds and Mortgages,.....	454,067
Bills of Solvent Banks and U. S. Legal Tender Notes,.....	6,180,493
Loss and Expense Account,.....	811,694
Assets, not included in either of the above heads,.....	193,216
Add for Cents,.....	275
Total Resources,.....	\$107,902,880

LIABILITIES.

Capital,.....	\$26,456,490
Circulation,.....	79,042
Profits,.....	10,520,509
Due Banks,.....	6,307,071
Due Individuals and Corporations other than Banks and Depositors,	1,204,657
Due Treasurer of the State of New-York,.....	1,787,805
Due Depositors on demand,.....	61,265,386
Amount due, not included in either of the above heads,.....	281,783
Add for Cents,.....	137
Total Liabilities,.....	\$107,902,880

THE SAVINGS BANKS OF THE CITIES OF NEW-YORK AND BROOKLYN,*

COMPARED WITH THE SAVINGS BANKS IN OTHER CITIES OF THE STATE OF NEW-YORK.

Statement exhibiting the increase in the number of Savings Banks in the Cities of New-York and Brooklyn, compared with the increase in other Cities of the State of New-York, the amount of Deposits, the number of Depositors, and the average due each Depositor on the 1st of January for the last nine years. Compiled from the Official Reports of the respective Superintendents of the Bank Department.

January 1st.	NEW-YORK CITY.				CITY OF BROOKLYN.			
	No. of Banks in operation in New-York City.	Amount of Deposits.	No. of Depositors.	Ave. due each Dep.	No. of Banks in operation in Brooklyn.	Amount of Deposits.	No. of Depositors.	Ave. due each Dep.
1867,.....	25	\$86,574,343	307,192	\$281 82	10	\$17,160,474	69,413	\$247 22
1868,.....	28	96,983,110	328,133	295 55	13	19,988,843	77,458	258 06
1869,.....	32	105,679,472	355,978	296 87	13	22,856,127	83,934	272 31
1870,.....	40	119,870,595	387,118	309 64	16	27,333,631	94,939	287 90
1871,.....	42	140,394,715	416,180	337 34	16	33,220,611	104,286	318 55
1872,.....	41	161,106,592	446,824	360 55	16	39,458,630	115,693	341 06
1873,.....	41	169,503,273	470,417	360 32	17	42,986,091	125,794	341 71
1874,.....	44	170,998,796	479,102	356 92	17	42,819,184	129,747	330 02
1875,.....	44	180,010,703	494,086	364 33	17	44,951,941	134,743	333 61
		IN OTHER CITIES OF THE STATE.†				TOTAL IN THE WHOLE STATE.		
January 1st.	No. of Banks in operation in other Cities of the State.	Amount of Deposits.	No. of Depositors.	Ave. due each Dep.	No. of Banks in operation in the whole State.	Amount of Deposits.	No. of Depositors.	Ave. due each Dep.
1867,.....	51	\$28,034,257	111,896	\$250 53	86	\$131,769,074	488,501	\$269 74
1868,.....	61	34,155,609	131,875	258 99	102	151,127,562	537,466	281 18
1869,.....	65	41,273,079	148,644	277 66	110	169,808,678	588,556	288 51
1870,.....	77	47,155,991	169,417	278 34	133	194,360,217	651,474	296 80
1871,.....	78	57,134,082	191,643	298 12	136	230,749,408	712,109	324 03
1872,.....	90	67,340,604	214,183	314 40	147	267,905,826	776,700	344 92
1873,.....	92	72,797,257	226,431	321 49	150	285,286,621	822,642	346 79
1874,.....	94	71,702,105	230,623	310 91	155	285,520,085	839,472	340 12
1875,.....	97	78,973,005	243,669	324 09	158	303,935,649	872,498	348 35

* Counties of New-York and Kings.

† In other Counties of the State.

THE MARINE INSURANCE COMPANIES OF THE CITY OF NEW-YORK.

Statement exhibiting the Assets, Liabilities, Income and Expenditures, December 31, 1874, of the Marine Insurance Companies incorporated by the State and located in the City of New-York. Compiled from the Official Report of Hon. ORLOW W. CHAPMAN, Superintendent of the Insurance Department.

Number of Companies, 9.

ASSETS.

Real Estate,.....	\$560,000 00
Bonds and Mortgages,.....	165,150 00
Cash in Bank and Office,.....	1,226,438 07
Premiums unpaid,.....	433,302 56
Premium Notes,.....	3,830,579 67
U. S. Stocks and Securities,.....	10,754,080 00
Other Stocks and Bonds,.....	3,883,119 13
Loans on Stocks as collaterals,.....	1,873,645 51
Miscellaneous Assets,.....	2,309,470 68
Total gross Assets,.....	\$25,035,785 62

LIABILITIES.

Losses adjusted,.....	\$245,441 64
Losses reported and supposed,.....	2,392,960 46
Losses resisted,.....	436,838 29
Marine and Inland Re-Insurance,.....	3,496,142 17
All other Claims,.....	873,061 86
Total Liabilities, except scrip and capital,.....	\$7,444,444 42
Scrip not ordered redeemed,.....	11,974,655 00
Joint Stock Capital,.....	1,662,080 00
Net Surplus over scrip and capital,.....	3,954,606 20
Total Liabilities,.....	\$25,035,785 62

MARINE INCOME.

Marine and Inland Premiums in cash,.....	\$9,886,770 48
Fire Premiums,.....	60,480 92
Interest on Bonds and Mortgages,.....	7,895 50
Interest and Dividends from all other sources,.....	1,016,968 21
Rents received,.....	26,608 08
Received from all other sources,.....	111,030 40
Total Cash Income,.....	\$11,109,753 59

EXPENDITURES.

Marine and Inland Losses,.....	\$5,036,009 00
Fire Losses,.....	9,935 90
Dividends to Stockholders,.....	116,866 20
Scrip redeemed and Interest,.....	3,021,758 90
Commissions,.....	292,504 81
Salaries, ..	751,776 03
State and National Taxes,.....	89,257 58
All other Expenditures,.....	304,664 44
Total Expenditures,.....	\$9,622,772 86
Excess of Income over Expenditures,.....	\$1,486,980 73

RANGE OF PRICES OF GOVERNMENT SECURITIES AT NEW-YORK,

DURING THE YEAR 1874.

THE following table exhibits the monthly range of prices of Government securities at New-York during the year 1874. Compiled from reported sales at the Stock Exchange:

	5's, 1881. Coup.	6's, 1881. Reg.	6's, 1881. Coup.	6's, (5-20 years,) Coupon.						10-40. Reg.	10-40. Coup.	6's, Cur- rency.
				1862.	1864.	1865.	new.	1867.	1868.			
January—												
Opening,..	111	116 $\frac{1}{4}$	117 $\frac{3}{4}$	113 $\frac{1}{2}$	115	115	116	115	116 $\frac{1}{4}$	111 $\frac{1}{4}$	113 $\frac{1}{4}$	114 $\frac{1}{8}$
Highest,...	113 $\frac{3}{4}$	117 $\frac{5}{8}$	118 $\frac{3}{8}$	114 $\frac{7}{8}$	116 $\frac{5}{8}$	117 $\frac{7}{8}$	116 $\frac{3}{4}$	118	118	113	114 $\frac{1}{4}$	115 $\frac{1}{4}$
Lowest,...	111	115 $\frac{7}{8}$	117	112 $\frac{3}{4}$	114	115	114 $\frac{1}{2}$	115	116	111 $\frac{1}{4}$	113	114
Closing,...	113 $\frac{3}{4}$	117	118 $\frac{3}{8}$	114 $\frac{7}{8}$	116 $\frac{5}{8}$	117 $\frac{3}{4}$	116 $\frac{5}{8}$	117 $\frac{3}{8}$	117 $\frac{3}{4}$	112 $\frac{7}{8}$	114 $\frac{1}{4}$	115 $\frac{1}{8}$
February—												
Opening,..	111 $\frac{7}{8}$	117 $\frac{3}{4}$	118 $\frac{1}{2}$	115 $\frac{5}{8}$	116 $\frac{5}{8}$	116 $\frac{3}{8}$	116 $\frac{3}{4}$	117 $\frac{3}{4}$	117 $\frac{5}{8}$	110 $\frac{3}{8}$	114	115 $\frac{1}{4}$
Highest,...	114 $\frac{3}{4}$	120 $\frac{1}{4}$	121	118 $\frac{5}{8}$	120 $\frac{1}{2}$	121 $\frac{1}{4}$	119 $\frac{5}{8}$	120 $\frac{3}{8}$	120 $\frac{1}{4}$	113 $\frac{5}{8}$	116 $\frac{3}{8}$	116 $\frac{7}{8}$
Lowest,...	111 $\frac{3}{4}$	117 $\frac{3}{4}$	118 $\frac{1}{2}$	115 $\frac{5}{8}$	116 $\frac{5}{8}$	116 $\frac{3}{8}$	116 $\frac{1}{4}$	117 $\frac{3}{4}$	117 $\frac{5}{8}$	110 $\frac{3}{8}$	114	115 $\frac{1}{4}$
Closing,...	114 $\frac{5}{8}$	119 $\frac{3}{4}$	120 $\frac{1}{2}$	117 $\frac{3}{4}$	119 $\frac{3}{4}$	121 $\frac{1}{4}$	119 $\frac{1}{8}$	119 $\frac{3}{4}$	119 $\frac{1}{4}$	113 $\frac{1}{4}$	116 $\frac{3}{8}$	116 $\frac{1}{2}$
March—												
Opening,..	114 $\frac{1}{2}$	119 $\frac{3}{4}$	119 $\frac{5}{8}$	117 $\frac{1}{2}$	118	120 $\frac{3}{4}$	118 $\frac{7}{8}$	119 $\frac{1}{2}$	118 $\frac{3}{4}$	112 $\frac{1}{2}$	112 $\frac{3}{4}$	116 $\frac{1}{2}$
Highest,...	115 $\frac{1}{8}$	119 $\frac{3}{4}$	121	118 $\frac{1}{4}$	120	120 $\frac{3}{4}$	119 $\frac{1}{2}$	120 $\frac{3}{8}$	120 $\frac{1}{8}$	115 $\frac{1}{8}$	115 $\frac{3}{8}$	117
Lowest,...	114 $\frac{1}{4}$	118 $\frac{1}{2}$	119 $\frac{3}{8}$	116 $\frac{1}{2}$	118	119 $\frac{1}{8}$	118	118 $\frac{3}{4}$	118 $\frac{1}{2}$	112 $\frac{1}{4}$	112 $\frac{3}{4}$	115 $\frac{7}{8}$
Closing,...	115 $\frac{1}{8}$	119 $\frac{5}{8}$	121	117 $\frac{7}{8}$	119 $\frac{3}{4}$	120 $\frac{3}{4}$	119 $\frac{1}{8}$	120 $\frac{1}{8}$	119 $\frac{7}{8}$	114 $\frac{7}{8}$	115 $\frac{1}{8}$	117
April—												
Opening,..	115 $\frac{1}{2}$	119 $\frac{5}{8}$	121 $\frac{1}{8}$	118	119 $\frac{3}{4}$	120 $\frac{5}{8}$	119 $\frac{1}{4}$	120 $\frac{1}{4}$	119 $\frac{7}{8}$	115	115	117 $\frac{1}{4}$
Highest,...	117	120 $\frac{1}{8}$	122	118 $\frac{3}{4}$	120 $\frac{3}{4}$	121 $\frac{3}{4}$	120 $\frac{1}{4}$	120 $\frac{7}{8}$	120 $\frac{1}{2}$	115	115 $\frac{1}{2}$	117 $\frac{1}{4}$
Lowest,...	115 $\frac{3}{8}$	119 $\frac{1}{2}$	120 $\frac{3}{4}$	117 $\frac{3}{4}$	119 $\frac{3}{4}$	120 $\frac{5}{8}$	119	119 $\frac{3}{4}$	119 $\frac{3}{4}$	114 $\frac{5}{8}$	114 $\frac{1}{8}$	116 $\frac{3}{4}$
Closing,...	117	120 $\frac{1}{8}$	122	118 $\frac{3}{4}$	120 $\frac{5}{8}$	121 $\frac{3}{4}$	120 $\frac{1}{8}$	120 $\frac{7}{8}$	120 $\frac{1}{2}$	114 $\frac{5}{8}$	115 $\frac{1}{2}$	116 $\frac{3}{4}$
May—												
Opening,..	115 $\frac{1}{4}$	119 $\frac{7}{8}$	121 $\frac{3}{4}$	115 $\frac{3}{8}$	117 $\frac{1}{8}$	118 $\frac{1}{8}$	119 $\frac{7}{8}$	120 $\frac{5}{8}$	120 $\frac{1}{2}$	114 $\frac{7}{8}$	115 $\frac{3}{8}$	116 $\frac{5}{8}$
Highest,...	115 $\frac{1}{2}$	120 $\frac{3}{8}$	122	115 $\frac{5}{8}$	117 $\frac{1}{4}$	118 $\frac{3}{8}$	120 $\frac{1}{4}$	120 $\frac{3}{4}$	120 $\frac{1}{2}$	115 $\frac{1}{4}$	115 $\frac{3}{8}$	117 $\frac{1}{4}$
Lowest,...	115	119 $\frac{5}{8}$	120	115	117	111 $\frac{7}{8}$	119 $\frac{1}{4}$	120 $\frac{1}{4}$	119 $\frac{7}{8}$	114 $\frac{7}{8}$	114 $\frac{1}{4}$	116 $\frac{1}{2}$
Closing,...	115 $\frac{3}{8}$	120 $\frac{3}{8}$	121 $\frac{7}{8}$	115 $\frac{5}{8}$	117 $\frac{1}{4}$	118 $\frac{3}{8}$	120 $\frac{1}{4}$	120 $\frac{5}{8}$	120 $\frac{1}{2}$	115 $\frac{1}{4}$	115 $\frac{7}{8}$	117 $\frac{1}{4}$
June—												
Opening,..	115 $\frac{3}{8}$	116 $\frac{3}{4}$	121 $\frac{1}{8}$	115 $\frac{3}{8}$	117 $\frac{1}{4}$	118 $\frac{1}{4}$	119 $\frac{7}{8}$	120 $\frac{7}{8}$	120 $\frac{3}{4}$	114 $\frac{3}{4}$	114 $\frac{3}{4}$	114 $\frac{5}{8}$
Highest,...	115 $\frac{3}{8}$	117 $\frac{1}{2}$	122	115 $\frac{5}{8}$	117 $\frac{1}{4}$	118 $\frac{1}{4}$	120 $\frac{7}{8}$	121 $\frac{3}{8}$	121 $\frac{1}{4}$	114 $\frac{7}{8}$	114 $\frac{3}{4}$	115 $\frac{3}{4}$
Lowest,...	113	116 $\frac{1}{8}$	121 $\frac{1}{8}$	113 $\frac{3}{8}$	116 $\frac{1}{4}$	117 $\frac{1}{2}$	119 $\frac{1}{2}$	119 $\frac{7}{8}$	120	113 $\frac{1}{2}$	113 $\frac{1}{2}$	114 $\frac{5}{8}$
Closing,...	114	117	122	114 $\frac{1}{4}$	117	118	120 $\frac{1}{2}$	121	121	113 $\frac{3}{8}$	114	115 $\frac{3}{4}$
July—												
Opening,..	113 $\frac{1}{2}$	116	117 $\frac{1}{2}$	114	116 $\frac{1}{2}$	117 $\frac{3}{4}$	116 $\frac{3}{4}$	117 $\frac{1}{4}$	117 $\frac{1}{2}$	113 $\frac{1}{4}$	114	115 $\frac{7}{8}$
Highest,...	113 $\frac{1}{2}$	117 $\frac{3}{8}$	119	114	116 $\frac{1}{2}$	117 $\frac{3}{4}$	116 $\frac{3}{4}$	117 $\frac{7}{8}$	118 $\frac{1}{4}$	113 $\frac{1}{2}$	114	117 $\frac{1}{4}$
Lowest,...	112 $\frac{1}{2}$	115 $\frac{3}{8}$	116 $\frac{5}{8}$	111 $\frac{1}{2}$	115 $\frac{3}{4}$	116 $\frac{3}{4}$	115 $\frac{1}{2}$	116 $\frac{1}{4}$	116	112 $\frac{1}{8}$	112 $\frac{1}{2}$	115 $\frac{5}{8}$
Closing,...	113 $\frac{1}{4}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	111 $\frac{1}{2}$	115 $\frac{3}{4}$	117	116 $\frac{1}{8}$	117 $\frac{3}{4}$	118 $\frac{1}{4}$	112 $\frac{3}{4}$	112 $\frac{3}{4}$	117 $\frac{3}{4}$
August—												
Opening,..	112 $\frac{1}{8}$	117 $\frac{1}{2}$	118 $\frac{3}{8}$	111 $\frac{3}{4}$	115 $\frac{7}{8}$	116 $\frac{7}{8}$	116 $\frac{1}{4}$	117 $\frac{3}{8}$	118 $\frac{5}{8}$	110 $\frac{1}{4}$	113 $\frac{1}{2}$	111 $\frac{3}{4}$
Highest,...	112 $\frac{5}{8}$	117 $\frac{5}{8}$	118 $\frac{5}{8}$	112 $\frac{1}{2}$	116	117 $\frac{1}{4}$	116 $\frac{5}{8}$	117 $\frac{7}{8}$	118 $\frac{5}{8}$	110 $\frac{7}{8}$	114 $\frac{1}{2}$	117 $\frac{3}{4}$
Lowest,...	112	117 $\frac{1}{4}$	118 $\frac{1}{4}$	111 $\frac{3}{4}$	115 $\frac{3}{4}$	116 $\frac{3}{4}$	116	117 $\frac{3}{8}$	117 $\frac{1}{2}$	109 $\frac{7}{8}$	113 $\frac{1}{2}$	117 $\frac{1}{2}$
Closing,...	112 $\frac{5}{8}$	117 $\frac{1}{2}$	118 $\frac{5}{8}$	112 $\frac{1}{2}$	116	117 $\frac{1}{8}$	116 $\frac{5}{8}$	117 $\frac{5}{8}$	117 $\frac{3}{4}$	110 $\frac{3}{4}$	114 $\frac{1}{2}$	117 $\frac{3}{4}$
September—												
Opening,..	112 $\frac{5}{8}$	117 $\frac{1}{2}$	118 $\frac{1}{2}$	112 $\frac{1}{2}$	115 $\frac{3}{4}$	116 $\frac{3}{4}$	116 $\frac{1}{2}$	117 $\frac{3}{4}$	117 $\frac{7}{8}$	111	111 $\frac{7}{8}$	117 $\frac{3}{8}$
Highest,...	112 $\frac{5}{8}$	117 $\frac{7}{8}$	118 $\frac{5}{8}$	112 $\frac{3}{4}$	115 $\frac{7}{8}$	116 $\frac{7}{8}$	116 $\frac{3}{4}$	117 $\frac{3}{4}$	117 $\frac{7}{8}$	111	111 $\frac{7}{8}$	117 $\frac{3}{8}$
Lowest,...	112	116 $\frac{7}{8}$	117 $\frac{3}{4}$	112 $\frac{3}{8}$	115 $\frac{1}{8}$	115 $\frac{7}{8}$	115 $\frac{1}{4}$	116 $\frac{3}{4}$	116 $\frac{1}{2}$	110 $\frac{1}{2}$	111 $\frac{1}{4}$	117 $\frac{1}{8}$
Closing,...	112 $\frac{1}{2}$	117 $\frac{1}{4}$	118 $\frac{1}{8}$	112 $\frac{3}{4}$	115 $\frac{1}{8}$	116	115 $\frac{3}{4}$	117	117 $\frac{1}{4}$	111	111 $\frac{3}{4}$	117 $\frac{1}{2}$
October—												
Opening,..	112 $\frac{1}{4}$	117 $\frac{3}{8}$	118 $\frac{1}{8}$	112 $\frac{7}{8}$	115 $\frac{3}{8}$	116 $\frac{3}{8}$	115 $\frac{3}{4}$	117	117 $\frac{1}{4}$	111	111 $\frac{7}{8}$	117 $\frac{3}{8}$
Highest,...	112 $\frac{7}{8}$	118	118 $\frac{3}{8}$	113 $\frac{3}{4}$	116 $\frac{3}{8}$	117 $\frac{7}{8}$	116 $\frac{5}{8}$	117 $\frac{7}{8}$	117 $\frac{7}{8}$	112	112 $\frac{3}{8}$	118 $\frac{1}{8}$
Lowest,...	112 $\frac{1}{4}$	117 $\frac{1}{4}$	118	112 $\frac{3}{4}$	115 $\frac{3}{8}$	116 $\frac{3}{8}$	115 $\frac{3}{4}$	117	117 $\frac{1}{4}$	111	111 $\frac{1}{2}$	117 $\frac{3}{8}$
Closing,...	112 $\frac{5}{8}$	117 $\frac{7}{8}$	118 $\frac{1}{2}$	113 $\frac{3}{4}$	116 $\frac{1}{8}$	117 $\frac{7}{8}$	116 $\frac{3}{8}$	117 $\frac{3}{4}$	117 $\frac{3}{4}$	111 $\frac{7}{8}$	112 $\frac{3}{8}$	117 $\frac{7}{8}$
November—												
Opening,..	111 $\frac{5}{8}$	118	118 $\frac{5}{8}$	110 $\frac{3}{4}$	113	114 $\frac{1}{2}$	116 $\frac{5}{8}$	117 $\frac{3}{4}$	117 $\frac{7}{8}$	112	112 $\frac{1}{8}$	117 $\frac{7}{8}$
Highest,...	113	119 $\frac{1}{4}$	119 $\frac{7}{8}$	112 $\frac{3}{4}$	114 $\frac{3}{4}$	116 $\frac{3}{8}$	119	120	119 $\frac{3}{4}$	113 $\frac{3}{8}$	114 $\frac{1}{8}$	119
Lowest,...	111 $\frac{1}{2}$	118	118 $\frac{5}{8}$	110 $\frac{3}{4}$	113	114 $\frac{1}{4}$	116 $\frac{1}{2}$	117 $\frac{3}{4}$	117 $\frac{7}{8}$	111 $\frac{7}{8}$	111 $\frac{7}{8}$	117 $\frac{7}{8}$
Closing,...	113	119 $\frac{1}{4}$	119 $\frac{7}{8}$	112 $\frac{3}{4}$	114 $\frac{3}{4}$	116 $\frac{3}{8}$	119	120	119 $\frac{3}{4}$	113 $\frac{3}{8}$	114 $\frac{1}{8}$	119
December—												
Opening,..	113	116 $\frac{1}{8}$	119 $\frac{3}{4}$	112 $\frac{3}{4}$	114 $\frac{3}{4}$	116 $\frac{7}{8}$	119	120	119 $\frac{7}{8}$	113 $\frac{1}{4}$	114 $\frac{1}{4}$	116 $\frac{1}{4}$
Highest,...	113 $\frac{7}{8}$	118 $\frac{5}{8}$	122 $\frac{1}{8}$	114 $\frac{3}{8}$	116	118 $\frac{3}{8}$	121	122	120 $\frac{3}{4}$	115 $\frac{1}{8}$	115 $\frac{1}{4}$	118
Lowest,...	112 $\frac{3}{8}$	115 $\frac{5}{8}$	119 $\frac{1}{2}$	112 $\frac{1}{4}$	114 $\frac{1}{4}$	116 $\frac{1}{4}$	118 $\frac{1}{4}$	119 $\frac{3}{8}$	119 $\frac{7}{8}$	112 $\frac{5}{8}$	113 $\frac{3}{4}$	116 $\frac{1}{4}$
Closing,...	113 $\frac{3}{4}$	118	122	114 $\frac{3}{8}$	116	118 $\frac{1}{4}$	120 $\frac{7}{8}$	122	120 $\frac{3}{8}$	115 $\frac{1}{8}$	115 $\frac{1}{8}$	118

PREMIUM ON GOLD AT NEW-YORK DURING THE YEAR 1874.

The following statement, compiled from sales at the New-York Gold Exchange, exhibits the highest and lowest premium on Gold for each day during the year 1874, with the highest and lowest for each month, from the suspension of specie payments in 1862 :

1874.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
1,.....	<i>Holiday.</i>	S.	S.	113½-113¾	112⅞-113⅞	112 -112¼	110½-110⅞	109¼-109⅝	109⅝-109¾	110 -110¼	S.	111⅞-112¼
2,.....	110¼-110½	111½-111⅝	112⅞-112⅞	113¼-113⅝	112⅞-113	112 -112⅞	110½-110⅞	S.	109¾-109⅞	110⅞-110¼	110¼-110⅞	111⅞-112⅞
3,.....	110⅞-111⅞	111½-111⅝	112⅞-112⅞	<i>Good Friday.</i>	S.	111⅝-112	110¼-110⅞	109¼-109⅝	109¾-110	110 -110⅞	<i>Holiday.</i>	112⅞-112¼
4,.....	S.	111½-111¾	111¼-112¼	113¼-113⅝	112⅞-112¾	111⅞-111⅝	<i>Holiday.</i>	109¼-109⅝	109¾-109⅞	S.	110⅞-110⅞	111⅞-112⅞
5,.....	111 -111⅞	111½-111⅝	111¾-112¼	S.	112⅞-112⅞	111½-111¾	S.	109⅞-109⅞	109¾-109⅞	110 -110⅞	110⅞-110⅞	111⅞-111¾
6,.....	111 -111⅞	111⅞-111¾	111½-111⅞	113¼-113⅝	112 -112¼	110⅞-111⅝	109¼-110⅞	109⅞-110	S.	110⅞-110⅞	110 -110⅞	S.
7,.....	110⅞-111¾	111⅞-111¾	111¼-111¾	113¼-113⅝	112¼-112⅞	S.	109¼-110⅞	109⅞-110⅞	109¾-109⅞	110 -110⅞	110 -110⅞	111¼-111⅞
8,.....	111⅞-111¾	S.	S.	113⅞-113¾	112⅞-112⅞	110⅞-110⅞	109⅞-109⅞	110 -110⅞	109⅞-109⅞	109¼-110	S.	110⅞-111¼
9,.....	111⅞-111¾	111¼-112⅞	111½-111⅞	113⅞-113¾	112⅞-112⅞	110⅞-110⅞	109⅞-110⅞	S.	109¾-109⅞	110 -110⅞	110⅞-110⅞	110⅞-111⅞
10,.....	111⅞-112	112 -112⅞	111⅞-111⅞	113⅞-113¾	S.	110⅞-111⅞	109¾-110	109⅞-110	109⅞-109¾	110 -110⅞	110⅞-110⅞	110⅞-111¼
11,.....	S.	112⅞-112⅞	111⅞-112	113⅞-113⅝	112⅞-112⅞	110⅞-111⅞	109⅞-110	109⅞-109¾	109¼-109⅞	S.	110⅞-110⅞	111⅞-111¾
12,...	111¼-112¼	112⅞-112⅞	111⅞-112⅞	S.	112 -112⅞	110⅞-111⅞	109⅞-110	109⅞-109¾	109⅞-109¾	109⅞-110	110⅞-110⅞	111⅞-111¾
13,.....	111¼-111¾	112⅞-112⅞	111⅞-112⅞	113⅞-113⅝	111⅞-112¼	110⅞-111⅞	109⅞-110	109⅞-109¾	109⅞-109¾	110 -110⅞	110⅞-110⅞	110⅞-111¼
14,.....	111⅞-111⅝	112⅞-112⅞	111¼-112	113¼-114⅞	112 -112¼	110⅞-111⅞	109⅞-110	109⅞-109¾	109⅞-109¾	S.	110⅞-110⅞	111⅞-111¾
15,.....	111¼-111⅞	S.	S.	113¼-114⅞	112¼-112⅞	110⅞-111⅞	109⅞-110	109⅞-109¾	109⅞-109¾	110 -110⅞	S.	111⅞-111¾
16,.....	111⅞-111⅝	112⅞-113	111⅞-112¼	113⅞-113⅝	112 -112¼	110⅞-111⅞	109⅞-110	109⅞-109¾	109⅞-109¾	110 -110⅞	110⅞-110⅞	111⅞-111¾
17,.....	111⅞-111⅞	112⅞-112⅞	111⅞-112¼	113⅞-113⅝	112 -112¼	110⅞-111⅞	109⅞-110	109⅞-109¾	109⅞-109¾	110 -110⅞	S.	111⅞-111¾
18,.....	S.	112⅞-112¼	111¼-112	113⅞-113⅝	S.	111 -111⅞	110 -110⅞	109⅞-109¾	109⅞-109¾	S.	110⅞-111¼	111⅞-111¾
19,.....	111 -111⅞	112⅞-112⅞	111¼-112	S.	112 -112¼	111 -111⅞	110 -110⅞	109⅞-109¾	109⅞-109¾	110 -110⅞	110⅞-111¼	111⅞-111¾
20,.....	111⅞-111⅝	112⅞-112¼	111¼-112	113⅞-114⅞	112⅞-112¼	111⅞-111⅞	110⅞-110⅞	109⅞-109¾	109⅞-109¾	110 -110⅞	110⅞-111¼	111⅞-111¾
21,.....	111⅞-111⅞	112⅞-112⅞	111⅞-112	113⅞-114⅞	112⅞-112¼	111⅞-111⅞	110⅞-110⅞	109⅞-109¾	109⅞-109¾	110 -110⅞	S.	111⅞-111¾
22,.....	111¼-111¾	S.	S.	113⅞-113⅝	112¼-112⅞	111¼-112	110⅞-110⅞	109⅞-110	109⅞-109¾	110⅞-110⅞	111⅞-111¼	111⅞-111¾
23,...	111⅞-111⅝	<i>Holiday.</i>	111⅞-111⅞	112⅞-113⅝	112¼-112⅞	111¼-112	109⅞-110⅞	109⅞-110	109⅞-109¾	110⅞-110⅞	S.	111⅞-111¾
24,.....	111⅞-111⅝	112⅞-113	112 -112¼	111¼-112⅞	S.	111⅞-111⅞	109⅞-109¾	109⅞-110	109⅞-109¾	110 -110⅞	111⅞-111⅞	111⅞-111¾
25,.....	S.	112⅞-112⅞	112 -112¼	112⅞-112⅞	112⅞-112⅞	111⅞-111⅞	109⅞-110	109⅞-110	109⅞-109¾	S.	111⅞-111¼	<i>Holiday.</i>

PREMIUM ON GOLD AT NEW-YORK DURING THE YEAR 1874.—(CONTINUED.)

1874.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
26,.....	111 $\frac{3}{8}$ -111 $\frac{3}{4}$	112 $\frac{1}{2}$ -112 $\frac{3}{4}$	112 $\frac{3}{8}$ -112 $\frac{3}{4}$	S.	112 $\frac{1}{4}$ -112 $\frac{1}{2}$	111 $\frac{1}{8}$ -111 $\frac{3}{8}$	S.	109 $\frac{5}{8}$ -109 $\frac{3}{4}$	109 $\frac{1}{2}$ -109 $\frac{7}{8}$	110 -110 $\frac{1}{8}$	Holiday.	111 $\frac{3}{4}$ -112 $\frac{1}{2}$
27,.....	111 $\frac{3}{8}$ -111 $\frac{3}{4}$	112 $\frac{1}{2}$ -112 $\frac{3}{4}$	113 -113 $\frac{1}{2}$	112 $\frac{1}{8}$ -113 $\frac{1}{4}$	112 $\frac{1}{4}$ -112 $\frac{3}{8}$	111 $\frac{1}{2}$ -111 $\frac{3}{4}$	109 $\frac{1}{2}$ -109 $\frac{3}{4}$	109 $\frac{5}{8}$ -109 $\frac{3}{4}$	S.	110 -110 $\frac{1}{8}$	111 $\frac{5}{8}$ -111 $\frac{7}{8}$	S.
28,.....	111 $\frac{3}{8}$ -111 $\frac{3}{4}$	112 $\frac{1}{2}$ -112 $\frac{3}{4}$	112 $\frac{3}{8}$ -113 $\frac{1}{4}$	113 -113 $\frac{3}{8}$	112 $\frac{1}{8}$ -112 $\frac{3}{8}$	S.	109 -109 $\frac{1}{2}$	109 $\frac{3}{8}$ -109 $\frac{1}{2}$	109 $\frac{3}{4}$ -110	110 -110 $\frac{1}{4}$	111 $\frac{5}{8}$ -112 $\frac{1}{2}$	111 $\frac{3}{4}$ -112
29,.....	111 $\frac{3}{4}$ -111 $\frac{5}{8}$	....	S.	112 $\frac{7}{8}$ -113 $\frac{1}{4}$	112 $\frac{1}{4}$ -112 $\frac{3}{8}$	111 -111 $\frac{1}{2}$	109 -109 $\frac{1}{2}$	109 $\frac{5}{8}$ -109 $\frac{3}{4}$	109 $\frac{3}{4}$ -110 $\frac{1}{8}$	110 $\frac{1}{8}$ -110 $\frac{3}{8}$	S.	111 $\frac{5}{8}$ -111 $\frac{7}{8}$
30,.....	111 $\frac{3}{8}$ -111 $\frac{3}{4}$	....	112 $\frac{3}{4}$ -113 $\frac{1}{2}$	112 $\frac{7}{8}$ -113 $\frac{1}{4}$	Holiday.	111 -111 $\frac{1}{4}$	109 $\frac{1}{4}$ -109 $\frac{5}{8}$	S.	110 -110 $\frac{1}{2}$	110 $\frac{1}{8}$ -110 $\frac{3}{8}$	112 $\frac{1}{4}$ -112 $\frac{3}{8}$	111 $\frac{5}{8}$ -111 $\frac{7}{8}$
31,.....	111 $\frac{3}{8}$ -111 $\frac{3}{4}$	....	113 $\frac{1}{4}$ -113 $\frac{5}{8}$	....	S.	....	109 -109 $\frac{1}{2}$	109 $\frac{3}{4}$ -109 $\frac{5}{8}$	....	110 -110 $\frac{1}{2}$	....	111 $\frac{7}{8}$ -112 $\frac{3}{8}$
L. & H. for												
month,	110 $\frac{1}{8}$ -112 $\frac{1}{2}$	111 $\frac{3}{8}$ -113	111 $\frac{1}{4}$ -113 $\frac{5}{8}$	111 $\frac{3}{4}$ -114 $\frac{3}{8}$	111 $\frac{7}{8}$ -113 $\frac{3}{8}$	110 $\frac{3}{8}$ -112 $\frac{1}{4}$	109 -110 $\frac{7}{8}$	109 $\frac{1}{4}$ -110 $\frac{1}{4}$	109 $\frac{3}{4}$ -110 $\frac{1}{4}$	109 $\frac{3}{4}$ -110 $\frac{3}{8}$	110 -112 $\frac{3}{8}$	110 $\frac{1}{8}$ -112 $\frac{3}{8}$

Statement exhibiting the Lowest and Highest Premium on Gold at New-York for each month, from the Suspension of Specie Payments in 1862 to the year ending December 31, 1874.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Lowest and Highest, for the year.
1862,...	Par. 103 $\frac{5}{8}$	102 $\frac{1}{2}$ -104 $\frac{3}{4}$	101 $\frac{1}{2}$ -102 $\frac{1}{2}$	101 $\frac{1}{2}$ -102 $\frac{3}{8}$	102 $\frac{1}{8}$ -104 $\frac{1}{2}$	103 $\frac{3}{8}$ -109 $\frac{1}{2}$	108 $\frac{3}{4}$ -120 $\frac{1}{2}$	112 $\frac{1}{2}$ -116 $\frac{1}{4}$	116 $\frac{1}{2}$ -124	122 -133 $\frac{1}{2}$	129 -135 $\frac{1}{4}$	128 $\frac{1}{2}$ -134	101 $\frac{1}{8}$ -134
1863,...	133 $\frac{5}{8}$ -160 $\frac{3}{4}$	152 $\frac{1}{2}$ -172 $\frac{1}{2}$	139 -171 $\frac{3}{4}$	145 $\frac{1}{2}$ -157 $\frac{7}{8}$	143 $\frac{1}{2}$ -154 $\frac{3}{4}$	140 $\frac{1}{2}$ -148 $\frac{3}{8}$	123 $\frac{1}{4}$ -145	122 $\frac{1}{2}$ -129 $\frac{3}{4}$	126 $\frac{7}{8}$ -143 $\frac{1}{2}$	140 $\frac{3}{8}$ -156 $\frac{3}{4}$	143 -154	148 $\frac{1}{8}$ -152 $\frac{3}{4}$	122 $\frac{1}{8}$ -172 $\frac{1}{2}$
1864,...	151 $\frac{1}{2}$ -159 $\frac{3}{8}$	157 $\frac{1}{2}$ -161	159 -169 $\frac{3}{4}$	166 $\frac{1}{4}$ -184 $\frac{3}{4}$	168 -190	188 $\frac{1}{4}$ -250	222 -285	231 $\frac{1}{2}$ -261 $\frac{3}{4}$	191 -254 $\frac{1}{2}$	189 -227 $\frac{3}{4}$	210 -260	212 $\frac{3}{4}$ -243	151 $\frac{1}{2}$ -385
1865,...	197 $\frac{1}{4}$ -234 $\frac{3}{8}$	196 $\frac{3}{8}$ -216 $\frac{3}{4}$	148 $\frac{1}{2}$ -201	143 $\frac{1}{2}$ -154 $\frac{1}{2}$	128 $\frac{1}{2}$ -145 $\frac{1}{2}$	135 $\frac{1}{4}$ -147 $\frac{1}{2}$	138 $\frac{5}{8}$ -146 $\frac{1}{2}$	140 $\frac{1}{4}$ -145 $\frac{1}{2}$	142 $\frac{3}{8}$ -145	144 $\frac{1}{2}$ -149	145 $\frac{1}{2}$ -148 $\frac{3}{4}$	141 $\frac{1}{2}$ -148 $\frac{1}{2}$	128 $\frac{1}{2}$ -234 $\frac{3}{8}$
1866,...	136 $\frac{3}{4}$ -144 $\frac{5}{8}$	135 $\frac{7}{8}$ -140 $\frac{5}{8}$	125 -136 $\frac{1}{2}$	125 -129 $\frac{1}{2}$	125 $\frac{1}{2}$ -141 $\frac{1}{2}$	137 $\frac{3}{4}$ 147	147 -155 $\frac{3}{4}$	146 $\frac{1}{2}$ -152 $\frac{1}{4}$	143 $\frac{1}{4}$ -147 $\frac{1}{2}$	145 $\frac{3}{8}$ -154 $\frac{3}{8}$	137 $\frac{1}{2}$ -148 $\frac{5}{8}$	131 $\frac{1}{4}$ -141 $\frac{3}{4}$	125 -167 $\frac{3}{4}$
1867,...	132 -137 $\frac{7}{8}$	135 $\frac{1}{4}$ -140 $\frac{5}{8}$	133 $\frac{3}{8}$ -140 $\frac{3}{8}$	132 $\frac{5}{8}$ -141 $\frac{7}{8}$	134 $\frac{7}{8}$ -138 $\frac{7}{8}$	136 $\frac{3}{8}$ -138 $\frac{3}{4}$	138 -140 $\frac{3}{4}$	139 $\frac{7}{8}$ -142 $\frac{3}{8}$	141 -146 $\frac{3}{8}$	140 $\frac{1}{4}$ -145 $\frac{5}{8}$	138 $\frac{1}{4}$ -141 $\frac{1}{2}$	133 -137 $\frac{7}{8}$	152 -146 $\frac{3}{8}$
1868,...	133 $\frac{1}{4}$ -142 $\frac{1}{2}$	139 $\frac{1}{4}$ -144	127 $\frac{7}{8}$ -141 $\frac{1}{4}$	137 $\frac{3}{4}$ -140 $\frac{3}{8}$	139 $\frac{1}{2}$ -140 $\frac{1}{2}$	139 $\frac{3}{8}$ -141 $\frac{1}{4}$	140 $\frac{1}{8}$ -145 $\frac{1}{4}$	143 $\frac{3}{4}$ -150	141 $\frac{1}{8}$ -145 $\frac{1}{8}$	133 $\frac{3}{4}$ -140 $\frac{1}{2}$	132 -137	134 $\frac{3}{8}$ -136 $\frac{3}{4}$	132 -150
1869,...	134 $\frac{5}{8}$ -136 $\frac{3}{4}$	130 $\frac{7}{8}$ -136 $\frac{1}{4}$	130 $\frac{1}{2}$ -132 $\frac{1}{2}$	131 $\frac{1}{4}$ -134 $\frac{1}{4}$	134 $\frac{5}{8}$ -144 $\frac{1}{4}$	136 $\frac{1}{2}$ -139 $\frac{5}{8}$	134 -137 $\frac{3}{4}$	131 $\frac{1}{4}$ -136 $\frac{5}{8}$	130 $\frac{3}{4}$ -162 $\frac{1}{2}$	128 $\frac{1}{4}$ -132	121 $\frac{1}{8}$ -128 $\frac{3}{8}$	119 $\frac{3}{8}$ -124	119 $\frac{3}{8}$ -162 $\frac{1}{2}$
1870,...	119 $\frac{3}{8}$ -123 $\frac{1}{4}$	115 -121 $\frac{1}{2}$	110 $\frac{1}{4}$ -116 $\frac{3}{8}$	111 $\frac{1}{2}$ -115 $\frac{5}{8}$	113 $\frac{3}{4}$ -115 $\frac{1}{2}$	110 $\frac{7}{8}$ -114 $\frac{3}{4}$	111 $\frac{1}{4}$ -122 $\frac{3}{4}$	114 $\frac{3}{4}$ -122	112 $\frac{3}{4}$ -116 $\frac{3}{8}$	111 $\frac{1}{8}$ -114 $\frac{1}{4}$	110 -113 $\frac{1}{2}$	110 $\frac{1}{2}$ -111 $\frac{3}{8}$	110 -123 $\frac{1}{4}$
1871,...	110 $\frac{1}{2}$ -111 $\frac{1}{4}$	110 $\frac{3}{4}$ -112 $\frac{1}{4}$	110 $\frac{1}{8}$ -111 $\frac{5}{8}$	110 $\frac{1}{2}$ -111 $\frac{3}{4}$	111 -112 $\frac{1}{4}$	111 $\frac{3}{4}$ -113 $\frac{3}{8}$	111 $\frac{1}{4}$ -113 $\frac{5}{8}$	111 $\frac{5}{8}$ -113 $\frac{1}{4}$	112 $\frac{3}{4}$ -115 $\frac{5}{8}$	111 $\frac{1}{2}$ 115	110 $\frac{3}{8}$ -112 $\frac{5}{8}$	108 $\frac{3}{8}$ -110 $\frac{3}{8}$	108 $\frac{3}{8}$ -115 $\frac{3}{8}$
1872,...	108 $\frac{1}{4}$ -110 $\frac{1}{8}$	109 $\frac{1}{2}$ -111	109 $\frac{3}{4}$ -110 $\frac{1}{2}$	109 $\frac{7}{8}$ -113 $\frac{1}{4}$	112 $\frac{1}{2}$ -114 $\frac{3}{8}$	113 -114 $\frac{1}{4}$	113 $\frac{3}{8}$ -115 $\frac{1}{4}$	112 $\frac{1}{2}$ -115 $\frac{5}{8}$	112 $\frac{3}{4}$ -115 $\frac{5}{8}$	112 $\frac{1}{4}$ -115 $\frac{1}{2}$	111 $\frac{3}{8}$ -114 $\frac{1}{4}$	111 $\frac{3}{8}$ -113 $\frac{1}{2}$	108 $\frac{1}{2}$ -115 $\frac{3}{4}$
1873,...	111 $\frac{5}{8}$ -114 $\frac{1}{4}$	112 $\frac{7}{8}$ -115 $\frac{1}{2}$	114 $\frac{5}{8}$ -118 $\frac{1}{2}$	116 $\frac{3}{4}$ -119 $\frac{1}{8}$	116 $\frac{3}{8}$ -118 $\frac{3}{8}$	115 -118 $\frac{1}{4}$	115 -116 $\frac{3}{8}$	114 $\frac{3}{8}$ -116 $\frac{1}{4}$	110 $\frac{7}{8}$ -116 $\frac{1}{2}$	107 $\frac{1}{2}$ -111 $\frac{1}{4}$	106 $\frac{1}{8}$ -110 $\frac{1}{2}$	108 $\frac{3}{8}$ -112 $\frac{5}{8}$	106 $\frac{1}{2}$ -119 $\frac{7}{8}$
1874,...	110 $\frac{3}{4}$ -112 $\frac{1}{2}$	111 $\frac{3}{8}$ -113	111 $\frac{1}{4}$ -113 $\frac{5}{8}$	111 $\frac{1}{2}$ -114 $\frac{3}{8}$	111 $\frac{7}{8}$ -113 $\frac{3}{8}$	110 $\frac{3}{8}$ -112 $\frac{1}{4}$	109 -110 $\frac{7}{8}$	109 $\frac{1}{4}$ -110 $\frac{1}{4}$	109 $\frac{3}{4}$ -110 $\frac{3}{4}$	109 $\frac{1}{2}$ -110 $\frac{3}{8}$	110 -112 $\frac{3}{8}$	110 $\frac{1}{2}$ -112 $\frac{3}{4}$	109 -114 $\frac{3}{8}$

FOREIGN EXCHANGE AT NEW-YORK ON FRIDAY OF EACH WEEK DURING THE YEAR 1874.

Prepared by Messrs. J. & W. SELIGMAN & Co., Bankers, New-York.

LONDON (Bankers'.)				PARIS (Bank rs.)				CONTINENTAL MARKETS.													
Commercial,		Gold.		Long.		Short.		Long.		Short.		Antwerp.		Swiss.		Hann-		Amsterdam.		Frank-	
In Currency.		Premium.		Long.		Short.		Long.		Short.		Long.		Long.		burg.		Long.		fort.	
Jan.	2,	10%	4.82	4.83	4.86	4.87	5.23¾-5.21½	5.18¾-5.16¾	5.25	-5.22½	5.25	-5.22½	95	-95½	40¼-40½	407½-41½	95	-95½	71½-71¾	Berlin.	
"	9,	5.37½-5.39¾	4.83	4.83½	4.86½	4.87	5.23¾-5.22½	5.18¾-5.16¾	5.25	-5.23¾	5.25	-5.23¾	95½-95¼	95½-95¼	40¾-40½	407½-41½	95½-95¼	95½-95¼	71½-71¾		
"	16,	5.37¾-5.39½	4.83	4.83½	4.86½	4.87	5.23¾-5.22½	5.18¾-5.16¾	5.25	-5.23¾	5.25	-5.23¾	95¾-95¾	95¾-95¾	40¾-40¾	407½-41½	95¾-95¾	95¾-95¾	71¾-72		
"	23,	5.38½-5.40¼	4.83½	4.84½	4.87½	4.88	5.22½-5.20	5.17½-5.15	5.23¾-5.21½	5.22½-5.20	5.22½-5.20	5.22½-5.20	95½-95½	95½-95½	40½-407½	41	-41¼	95½-95½	71¾-72		
"	30,	5.39¼-5.39	4.83½	4.84	4.87	4.87½	5.22½-5.20	5.17½-5.15	5.23¾-5.21½	5.23¾-5.21½	5.23¾-5.21½	5.23¾-5.21½	95½-95½	95½-95½	40¾-41	41	-41¼	95½-95½	72	-72½	
Feb.	6,	5.38½-5.40¾	4.84½	4.85	4.88	4.88½	5.20	-5.19¾	5.15	-5.14¾	5.20½-5.19¾	5.20	-5.19¾	957½-96½	40¾-41	41½-41¼	957½-96½	957½-96½	72	-72½	
"	13,	5.42¾-5.45½	4.84½	4.85½	4.88	4.89	5.20	-5.18¾	5.15	-5.13¾	5.20	-5.18¾	95¾-96	40¾-41	41½-41¼	95¾-96	95¾-96	71¾-72¾			
"	20,	5.44½-5.46¾	4.84½	4.85	4.88	4.88½	5.20	-5.18¾	5.15	-5.13¾	5.21¼-5.20	5.21¼-5.20	95½-95¾	40¾-41	41	-41¼	95½-95¾	71¾-72			
"	27,	5.42¼-5.45½	4.83	4.83½	4.86½	4.87	5.22½-5.20	5.17½-5.15	5.23½-5.21½	5.23½-5.21½	5.23½-5.21½	5.23½-5.21½	95	-95½	40¾-40¾	407½-41½	95	-95½	71½-71¾		
Mar.	6,	5.38 -5.40¾	4.83½	4.84½	4.87	4.88	5.22½-5.20	5.17½-5.15	5.23½-5.21½	5.23½-5.21½	5.23½-5.21½	5.23½-5.21½	95	-95½	40¾-40¾	407½-41½	95	-95½	71½-71¾		
"	13,	5.397½-5.42½	4.84	4.84½	4.87	4.88	5.22½-5.20	5.17½-5.15	5.22½-5.20	5.22½-5.20	5.22½-5.20	5.22½-5.20	95	-95½	40¾-40¾	407½-41½	95	-95½	71½-71¾		
"	20,	5.40¾-5.42½	4.84½	4.85	4.87½	4.88	5.21¼-5.19¾	5.16½-5.14¾	5.22½-5.20	5.22½-5.20	5.22½-5.20	5.22½-5.20	95¾-95¾	40¾-40¾	40¾-40¾	407½-41½	95¾-95¾	71½-71¾			
"	27,	5.48½-5.50½	4.85	4.85½	4.88	4.88½	5.20	-5.18¾	5.15	-5.13¾	5.20½-5.19¾	5.20½-5.19¾	95½-95¾	40¾-40¾	40¾-40¾	41	-41½	95½-95¾	71½-71¾		
April	3,	5.48½-5.51	4.85	4.85½	4.88	4.88½	5.20	-5.18¾	5.15	-5.13¾	5.20½-5.19¾	5.20½-5.19¾	95½-95¾	40¾-40¾	40¾-40¾	41	-41½	95½-95¾	71½-71¾		
"	10,	5.49¾-5.51½	4.84½	4.85½	4.87½	4.88½	5.21¼-5.19¾	5.17½-5.15	5.22½-5.20	5.22½-5.20	5.22½-5.20	5.22½-5.20	94¾-95¾	40¾-40¾	40¾-40¾	40¾-41	94¾-95¾	71½-71¾			
"	17,	5.49¾-5.52¼	4.85	4.85½	4.88	4.88½	5.21¼-5.19¾	5.16½-5.14¾	5.217½-5.20	5.217½-5.20	5.217½-5.20	5.217½-5.20	95	-95½	40¾-40¾	40¾-41	95	-95½	71½-71¾		
"	24,	6.44 -5.47¾	4.85½	4.86½	4.88½	4.89	5.19¾-5.18¾	5.14¾-5.13¾	5.21¼-5.19¾	5.21¼-5.19¾	5.21¼-5.19¾	5.21¼-5.19¾	95½-95¾	40¾-40¾	40¾-40¾	407½-41½	95¾-95¾	71¾-72			
May	1,	5.49½-5.53½	4.87½	4.88	4.90½	4.91	5.17½-5.15½	5.13½-5.10¾	5.18½-5.16½	5.18½-5.16½	5.18½-5.16½	5.18½-5.16½	95¾-96	40¾-41	41	-41½	95¾-96	71¾-72½			
"	8,	5.48½-5.50¾	4.87½	4.88½	4.90½	4.91½	5.17½-5.15½	5.12½-5.10¾	5.18½-5.16½	5.18½-5.16½	5.18½-5.16½	5.18½-5.16½	95¾-96	40¾-41	41	-41½	95¾-96	71¾-72½			
"	15,	5.46¾-5.49½	4.88	4.88½	4.91	4.91½	5.16½-5.14¾	5.11½-5.10¾	5.17½-5.15	5.17½-5.15	5.17½-5.15	5.17½-5.15	95¾-96	40¾-41½	41	-41¼	95¾-96	71¾-72½			
"	22,	5.46¾-5.49	4.87½	4.88½	4.90½	4.91½	5.15	-5.13¾	5.11½-5.10¾	5.16½-5.15½	5.16½-5.15½	5.16½-5.15½	957½-96½	407½-41½	41½-41¼	957½-96½	957½-96½	71¾-72½			
"	29,	5.45½-5.48¾	4.87½	4.88½	4.90½	4.91½	5.15	-5.13¾	5.11½-5.10	5.16½-5.15	5.16½-5.15	5.16½-5.15	95¾-96½	41	-41½	41½-41¼	95¾-96½	71¾-72½			
June	5,	5.42½-5.45¼	4.87½	4.88½	4.90	4.91½	5.16½-5.13¾	5.11½-5.10	5.16½-5.15	5.16½-5.15	5.16½-5.15	5.16½-5.15	95¾-96	40¾-41	41½-41¼	95¾-96	95¾-96	71¾-72			
"	12,	5.38¾-5.42¼	4.87½	4.88½	4.90	4.91	5.15½-5.14¾	5.12½-5.11½	5.167½-5.15	5.167½-5.15	5.167½-5.15	5.167½-5.15	95¾-96	40¾-41	41½-41¼	95¾-96	95¾-96	71¾-72			
"	19,	5.38¾-5.42¼	4.87½	4.88½	4.90	4.91	5.15	-5.13¾	5.11½-5.10	5.167½-5.15	5.167½-5.15	5.167½-5.15	95¾-96	40¾-41	41½-41¼	95¾-96	95¾-96	71¾-72			
"	26,	5.39 -5.42¾	4.87½	4.88½	4.90	4.91	5.15½-5.14¾	5.12½-5.11½	5.16¼-5.15	5.16¼-5.15	5.16¼-5.15	5.16¼-5.15	95¾-96	407½-41½	41½-41¼	95¾-96	95¾-96	71¾-72			

FOREIGN EXCHANGE AT NEW-YORK--(CONTINUED.)

LONDON (Bankers'.)			PARIS (Bankers'.)			CONTINENTAL MARKETS.									
Gold.															
LONDON. Commercial, In Currency. Long.	Premium.	Gold	LONDON (Bankers'.)		Short.	PARIS (Bankers'.)		CONTINENTAL MARKETS.							
			Long.	Short.		Long.	Short.	Antwerp. Long.	Swiss. Long.	Ham- burg.	Amsterdam. Long.	Frank- fort.	Bremen.	B. li.	
July 3,	5.36½-5.39¼	10¾	4.87½-4.88	4.89½-4.90½	5.15	-5.13¾	5.12½-5.10½	5.17½-5.15	5.15	-5.13¾	95¾-96	40¾-41	41½-41¼	95¾-96	71¾-72
" 10,	5.34½-5.35½	10	4.86½-4.87½	4.89	-4.90	5.17½-5.15	5.13½-5.11½	5.18½-5.15½	5.16¼-5.14¾	95¾-957½	40¾-41	41	-41¼	95¾-957½	71¾-72
" 17,	5.35½-5.36¼	10	4.86½-4.87½	4.89	-4.90	5.17½-5.15	5.12½-5.11¼	5.18¾-5.15¾	5.16¼-5.15	95¾-957½	40¾-41	407½-41½	95¾-957½	71¾-957½	71¾-71¾
" 24,	5.34-5.35½	9¾	4.87	4.88	4.90	5.16¼-5.13¾	5.12½-5.11¼	5.17½-5.15	5.16¼-5.15	95¾-95¾	40¾-41	41	-41¼	95¾-95¾	71¾-72
" 31,	5.34-5.35½	9¾	4.87	4.88	4.90	5.16¼-5.13¾	5.12½-5.11¼	5.17½-5.15	5.167½-5.15	95¾-95¾	407½-41½	41½-41¼	95¾-95¾	71¾-72	
Aug. 7,	5.34½-5.36¼	10¼	4.87	4.87½	4.90	-4.91	5.15½-5.13¾	5.167½-5.15	5.15½-5.13¾	95¾-95¾	407½-41½	41	-41¼	95¾-95¾	71¾-72
" 14,	5.32½-5.33¼	9¾	4.86½-4.87½	4.90	-4.91	5.16¼-5.15	5.12½-5.11¼	5.17½-5.15	5.16¼-5.15	95¾-95¾	407½-41½	407½-41½	95¾-95¾	71¾-71¾	
" 21,	5.327½-5.35½	9¾	4.86½-4.87½	4.90	-4.91	5.16¼-5.14¾	5.12½-5.11¼	5.17½-5.15	5.16¼-5.15	95¾-95¾	407½-41½	407½-41½	95¾-95¾	71¾-71¾	
" 28,	5.33¾-5.35	9¾	4.86½-4.87½	4.89	-4.90½	5.16¼-5.15	5.12½-5.11¼	5.16¼-5.15	5.16¼-5.15	9¾-9¾	40¾-41	40¾-41	95¾-95¾	71¾-71¾	
Sept. 4,	5.327½-5.34½	9¾	4.86	4.86½	4.88½-4.89	5.17½-5.15	5.13¾-5.12½	5.18½-5.16¼	5.17½-5.15	95¾-95¾	40¾-41	40¾-41	95¾-95¾	71¾-71¾	
" 11,	5.27½-5.30½	9¾	4.83	4.84	4.85½-4.86½	5.18½-5.167½	5.14¾-5.13¾	5.18¾-5.17½	5.17½-5.16½	94	-94¾	40¾-40¾	94	-94¾	70¾-71¾
" 18,	5.29½-5.31½	9¾	4.83½-4.84½	4.86	-4.87	5.18¾-5.17½	5.15½-5.15	5.19¾-5.17½	5.18¾-5.17½	94¾-94¾	40¾-40¾	40¾-40¾	94¾-94¾	71	-71¾
" 25,	5.30½-5.33¾	9¾	4.83	4.84	4.85½-4.86½	5.18¾-5.17½	5.15½-5.14¾	5.18¾-5.17½	5.18¾-5.167½	94¾-94¾	40¾-40¾	40¾-40¾	94¾-94¾	71¾-71¾	
Oct. 2,	5.32½-5.35¼	10¼	4.85	4.85½	4.87½-4.88½	5.18½-5.167½	5.15	-5.13¾	5.18½-5.167½	94¾-95	40¾-40¾	40¾-40¾	94¾-95	71¾-71¾	
" 9,	5.31¼-5.34	10½	4.84½-4.85½	4.87½-4.88½	4.89	5.17½-5.15½	5.13¾-5.12½	5.18½-5.16½	5.17½-5.15½	94¾-95	40¾-41	40¾-40¾	94¾-95	71	-71¾
" 16,	5.31¼-5.33½	10	4.84	4.85	4.87½-4.88½	5.17½-5.16½	5.14¾-5.13¾	5.18½-5.16½	5.17½-5.15½	94¾-95	40¾-41	40¾-40¾	94¾-95	71¾-71¾	
" 23,	5.32½-5.34¾	10¼	4.84½-4.85½	4.88	-4.89	5.167½-5.15½	5.13¾-5.12½	5.18½-5.16½	5.167½-5.15½	94¾-95	40¾-41	40¾-40¾	94¾-95	71	-71¾
" 30,	5.31½-5.34¼	10½	4.83½-4.84½	4.87	-4.88	5.17½-5.16½	5.14¾-5.13¾	5.18½-5.16½	5.167½-5.15½	94¾-95	40¾-41	40¾-40¾	94¾-95	71	-71¾
Nov. 6,	5.31¼-5.33½	10	4.84	4.85	4.88½-4.89	5.17½-5.15½	5.13¾-5.12½	5.18½-5.16½	5.17½-5.16½	94¾-95	40¾-41	40¾-40¾	94¾-95	71¾-71¾	
" 13,	5.35¼-5.37½	10½	4.85½-4.86½	4.89	-4.90	5.16¼-5.15	5.12½-5.11¼	5.17½-5.15½	5.16¼-5.15	95	-95¾	41	-41¼	95	-95¾
" 20,	5.37½-5.40¾	11¾	4.85	4.86	4.89	5.16¼-5.15	5.12½-5.11¼	5.17½-5.15½	5.16¼-5.15	95	-95¾	41	-41¼	95	-95¾
" 27,	5.40¼-5.40¾	11¾	4.85½-4.86	4.90	-4.90½	5.16¼-5.15	5.12½-5.11¼	5.17½-5.15½	5.16¼-5.15	95	-95¾	41	-41¼	95	-95¾
Dec. 4,	5.41½-5.43¾	11¾	4.84½-4.85½	4.90	-4.90½	5.16¼-5.15	5.13½-5.11½	5.17½-5.15½	5.16¼-5.15	94¾-95¾	41	-41¼	94¾-95¾	94¾-95¾	
" 11,	5.40¼-5.42½	11½	4.84½-4.85½	4.89½-4.90½	4.90	5.17½-5.16½	5.13½-5.11½	5.17½-5.16½	5.16½-5.15½	94¾-95¾	41	-41¼	94¾-95¾	94¾-95¾	
" 18,	5.39¼-5.41¼	11½	4.84½-4.85½	4.89½-4.90½	4.90	5.17½-5.16½	5.13½-5.12½	5.17½-5.16½	5.16½-5.15½	94¾-95¾	41	-41¼	94¾-95¾	94¾-95¾	
" 24,	5.40-5.42	11¾	4.85	4.86	4.90	5.17½-5.16½	5.13½-5.12½	5.17½-5.16½	5.16½-5.15½	94¾-95¾	41¾-41¾	94¾-95¾	94¾-95¾	94¾-95¾	

COMPARATIVE PRICES OF LEADING ARTICLES IN THE NEW-YORK MARKET.

THE following table exhibits the comparative prices of leading articles of produce in the New-York market on the 31st day of December for the last six years :

	1869.	1870.	1871.	1872.	1873.	1874.
Ashes—Pots,.....100 lbs.	\$7.50	\$7.00	\$8.62½	\$8.50	\$7.00	\$6.50
Pearls, ... 100 lbs.	....	....	11.00	....	....	8.75
Breadstuffs—Wheat flour, State,.... bbl.	5.35	6.25	6.40	6.25	6.00	4.50
do. Western, bbl.	4.85	6.25	6.40	6.25	6.00	4.50
Rye flour, bbl.	5.00	4.75	4.60	4.70	5.75	4.75
Corn Meal—Brandywine,..... bbl.	5.00	4.35	4.20	3.80	4.60	4.75
Wheat—No. 1, spring,.....bush.	1.30	1.42	1.50	1.67	1.65	1.25
Rye—Western,..... bush.	1.02	.90	.91	.93	1.00	.95
Oats—State,.....bush.	.65	.60	.58	.52	.60	.71
do. Western,..... bush.	.62	.61	.51	.49	.60	.70
Corn—old Western, mixed,.....bush.	1.10	.80	.78	.66	.84	.97
do. new Southern,.....bush.	1.02	.80	.77	.75	....	.90
Cotton—Midling upland,.....lb.	.25¾	.15¼	.20	.20½	.16¼	.14¼
do. Orleans,.....lb.	.25¾	.15¾	.20¾	.21	.16½	.14½
Fish—Dry Cod,.....quintal.	7.50	6.75	5.25	5.75	5.50	6.00
No. 1 Bay Mackerel, bbl.	27.50	27.00	13.00	18.00	16.00	11.50
Fruits—Raisins—layers,.....box.	4.20	2.65	3.30	2.05	2.45	2.85
Currents, lb.	.13½	.12	.08	.06½	.06½	.06½
Hay—Shipping,.....100 lbs.	.85	1.20	1.35	1.15	1.00	.70
Hemp—Manilla,.....lb.	14¼*	12½*	13¼*	10¾*	9½*	8*
Hops,.....lb.	.25	.12	.60	.55	.40	.48
Iron—Scotch pig..... ton,	33.00	34.00	34.00	48.00	42.00	38.00
English bar,..... ton,	85.00	75.00	90.00	110.00	....	....
American pig,..... ton,	36.00	31.00	36.00	50.00	35.00	21.00
Laths, ... M.	2.55	2.90	3.50	2.60	1.90	1.70
Lead—Foreign,.....100 lbs.	6.25	6.25	5.95	6.65*	6.75*	6.90*
Leather—Hemlock sole, light,.....lb.	.30	.27	.26	.28	.28	.27
Oak, sole, do. ....lb.	.42	.33	.37	.39	....	.33
Lime—Common Rockland,.....bbl.	1.50	1.30	1.35	1.50	1.10	1.35
Liquors - Brandy,.....gall.	6.00*	5.00*	4.25*	4.35*	4.00*	3.75*
Domestic Whiskey,.....gall.	.93	.94½	.93	.99	.97½	.99
Molasses—New-Orleans,.....gall.	.78	.75	.54	.68	.77	.65
Cuba clayed,.... gall.	.35	.25	.24	.25	.23	.34
Naval Stores—Spirits Turpentine, ..gall.	.43½	.48	.67	.60	.41	.35
Common Rosin, bbl.	2.10	2.30	4.90	3.60	2.50	2.10
Oils—Crude Whale,.....gall.	.85	.65	.80	.70	.60	.65
do. Sperm,.....gall.	1.60	1.23	1.60	1.55	1.52½	1.65
Linseed,.....gall.	.90	.82	.74	.90	.87	.78
Petroleum—Crude, .....gall.	.15½	.13	.13½	.11¼	.05¾	.05¾
Refined in bond, S. W.,.....gall.	.30¼	.23¾	.24	.27½	.13½	.12
Provisions—Pork, mess,..... bbl.	29.75	19.75	14.50	13.25	16.50	20.50
do. prime,..... bbl.	24.50	17.00	12.25	11.25	13.00	19.00
Beef, plain Western,..... bbl.	14.00	12.00	10.00	12.00	11.00	10.00
do. prime mess,.... tierce,	27.00	27.00	12.00	21.00	22.00	21.00
do. hams, ex,..... bbl.	33.00	30.00	23.00	30.00	25.00	22.00
Hams, pickled,.....lb.	.15	.11	.09¾	.09½	.10	.11
Shoulders, pickled,.....lb.	.12	.08¼	.05	.05¼	.07	.07½
Lard, Western,.....lb.	.17¼	.12¾	.09½	.07¾	1.16	.13½
Butter, Western,..... lb.	.30	.20	.15	.16	.27	.29
do. prime State,.....lb.	.42	.40	.32	.32	.36	.33
Cheese, fine factory, .....lb.	.17½	.16¼	.13¾	.14¼	.14¾	.15¾
Rice, good,.....lb.	.07¼	.07	.08½	.08¼	.08¼	.07¾
Salt—Liverpool, ground,.....sack,	1.70	1.50	1.45	1.50	1.25	1.25
do. Ashton's,.....sack,	2.50	3.20	2.95	3.25	3.00	2.85
Secds, clover,.....lb.	.13	.11½	.11½	.09¼	.09½	.10¼
Sugar, Cuba, raw,.....lb.	.10¾	.11½	.11	.09¾	.07¾	.08
do. refined hards,.....lb.	.14¾	.14¼	.12¼	.12¼	.10½	.10½
Tallow,lb.	.10	.09	.09¼	.08½	.07¾	.08¾
Wool, Ohio fleece,.....lb.	.51	.48	.70	.70	.55	.56

* Gold.

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